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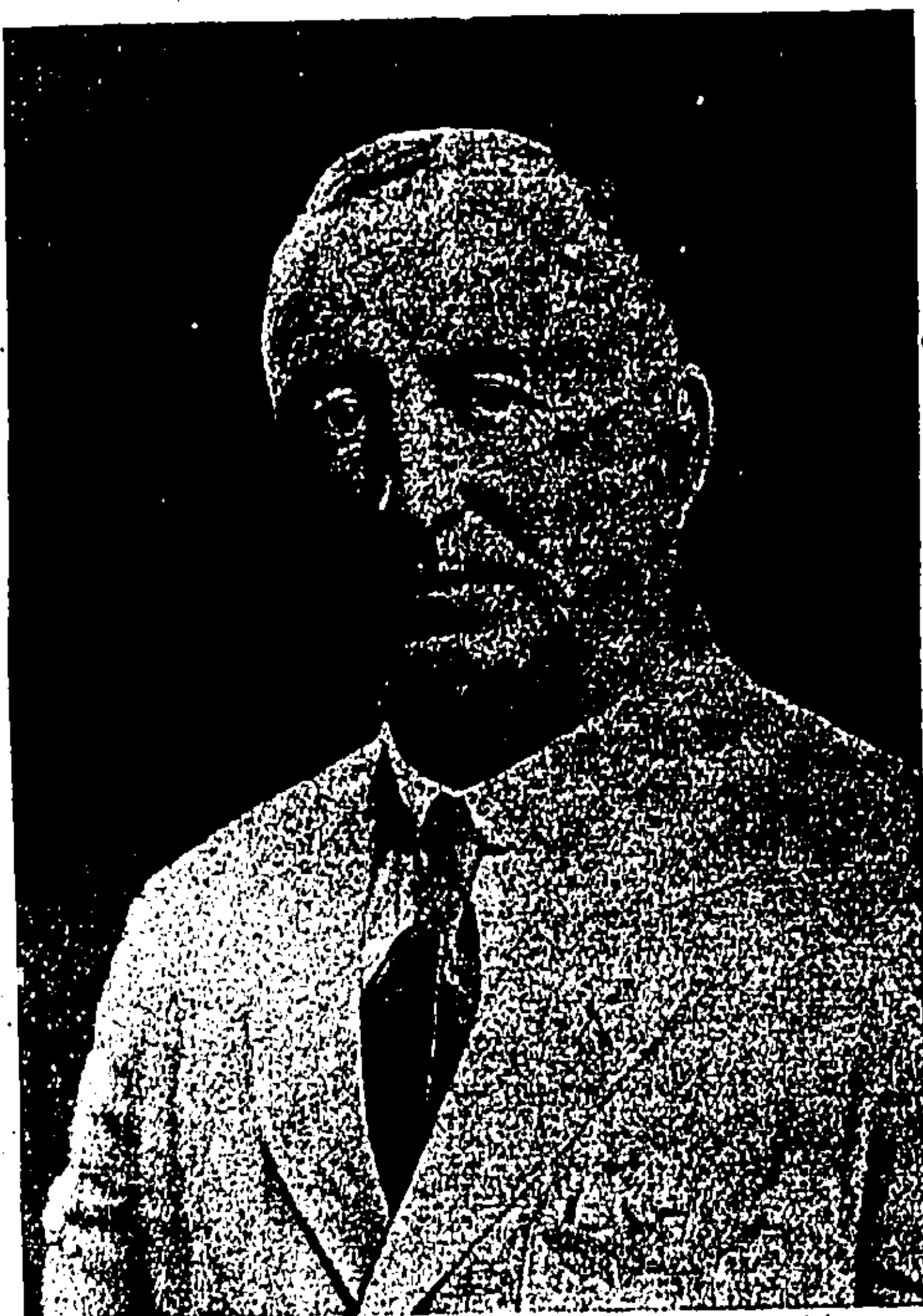
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MR. A. K. HENDERSON GOES HOME.

32 YEARS OUT HERE.
ASST. GENERAL MANAGER OF TRAMWAYS.
BOISTEROUS SEND-OFF.

Mr. A. K. Henderson, the well-known and highly-respected Assistant General Manager of Hong Kong Tramways, Ltd., leaves Hong Kong to-day after more than 30 years' association with the Colony. He is going on retirement and sails on the "Changte" to Australia, whence he is going Home via the Cape. A fleet of lorries, trucks, motor-cars and other vehicles took part in a boisterous send-off to Mr. Henderson this morning. Wherever they could secure a foothold, workmen of the Tramways Co. perched high up on the cars shouting and cheering, in the wake of Mr. Henderson's car. All the Chinese in the procession—from Bowrington up to town—waved flags, the Union Jack predominating.

At intervals of fifty yards or so, the "crew" of one lorry would



MR. A. K. HENDERSON.—The Assistant General Manager of Hong Kong Tramways, Ltd., who left the Colony on retirement to-day after more than 30 years' residence. He sailed on the "Changte" to Australia and is then going Home via the Cape. (Ming Yuen).

let off a string of firecrackers to liven proceedings. In this manner Mr. Henderson was accompanied to his ship where further testimony was given of the popularity he enjoys.

Mrs. Henderson is at Home and the son is at school at Larchfield, Helensburgh, Scotland.

Mr. Henderson came out to Hong Kong in December, 1896, as third engineer on the Scottish Oriental Co.'s s.s. "Phra Chula Chorn Kiao." He is a native of Glasgow. Previous to his arrival, he had served his time with Messrs. Caird and Co., Greenock.

Mr. Henderson served aboard various ships of the Scottish Oriental fleet, which maintained a regular service between Hong Kong, Swatow, Bangkok and Singapore.

With Tramway Co.
In 1900 while Mr. Henderson was second engineer of the s.s. "Chow Fa," the Company was bought over by the Nord Deutscher Lloyd. On leaving the last mentioned company, Mr. Henderson (Continued on Page 14.)

NOT FOUND.

A MALICIOUS WASH AMAH.

CHARGE DISPROVED.

The arrest of a Portuguese, Victor Neves, on a charge of indecency preferred against him by a wash-amah, Tse Kin, of 23, Queen's-road, East, had its sequel in the Secretariat for Chinese Affairs yesterday when, after investigation of the case, the defendant was released, it turning out that the charge was a malicious fabrication on the part of Tse Kin and another woman.

FOUNDATION OF U.S. PROGRESS.

PRESIDENT'S VIEWS.
WHAT WAS "EXTERMINATED" AND "ELIMINATED."
THE PEACEMAKER.

Nausau, Wisconsin, Yesterday. President Coolidge, in an address before the State Convention of the American Legion, said the foundation of the enormous progress in America in the last decade was the "extermination of waste and the waster and the elimination of slackness and the slacker." Referring to the question of national defence, he said the United States intended to maintain a moderate Army and Navy based on the requirements of National security. He alluded to the role of America as peacemaker, mentioning her success in securing the consent of 14 important nations to the negotiation of a treaty condemning recourse to war. He thought that if such an agreement existed in 1914 there would have been no

TRAGIC DISCOVERY IN CANADA.

THREE EXPLORERS.
BODIES FOUND AFTER TWO YEARS' DISAPPEARANCE.
BELIEVED STARVED.

London, Yesterday. The disappearance two years ago of John Hornby, one of the best-known explorers of the Canadian Hinterland and his two companions, Harold Adlard and his cousin, Edgar Christian, son of Colonel Christian, commander of the Garrison of Singapore, is recalled by a wireless report from the Government police post at Chesterfield an inlet in the northern part of Hudson Bay region that three bodies have been found in a lonely cabin in the barren lands to the west of Hudson Bay.

Hornby was the son of the famous ex-Lancashire cricket captain, A. N. Hornby, and brother of A. S. Hornby. He was a nephew of the octogenarian, Sir Henry Hornby.

It is suggested that he and his friends died of starvation. They had planned an 800 mile trip following the waterways from Fort Resolution, in Hudson Bay, through country where it is very difficult to obtain food.

A telegram from Ottawa on the foregoing adds that ex-Commissioner of the North-West Territories Bell, at Saskatoon, expressed the opinion that the three bodies found were not those of the Hornby party, as he had a long telephone conversation with Hornby last year, who was then farming in Vancouver.

Police outposts had been searching for the Hornby party ever since December. Ottawa, Yesterday. Apparently there is no doubt that the bodies belong to Hornby and his companions. Ex-Commissioner Bell is now of opinion that he was mistaken, and believes the man with whom he conversed was Hornby's cousin and not Hornby.—Reuter.

LONDON "RAIDS"

"RAIDERS" LOSE HEAVILY ON RETURN.
ATTACKS SUCCESSFUL.

London, Yesterday. The Air Ministry, the nerve centre of London's air defence, was theoretically "wrecked" by the air raiders.

The "Eastland" bombers have attacked the building on four occasions within the last thirty-six hours, and at least one "bomb" crashed on the roof before the invaders were repelled.

The great air attack on the metropolis continued last night when hundreds of tons of "bombs" were dropped by the attackers, and in many cases they reached their objectives, which were Hackney, the Duke of York's Headquarters, Chelsea, Croydon and Wormwood Scrubs.

It is officially stated that there was less fighting over central London, as the defenders intercepted the raiders earlier than on the previous night.

Many raiders became casualties on the return journey.

"Lurid" Details.

According to the Air Ministry the umpires report that though on Monday the air attacks on London were successful the raiders lost heavily on returning home, 28 out of 70 being shot down in the evening and 15, out of 29, in the night. Twenty-two bombers were destroyed on Tuesday in the early morning. Fifteen fighters, defending London, were also destroyed.—Reuter.

SIR THOMAS CATTO.

NEW DIRECTOR OF THE MERCANTILE BANK.

London, Yesterday. Sir Thomas Catto, managing director of Andrew Yule & Co., Ltd., Calcutta, and Yule, Catto & Co., Ltd., London, has been appointed Director of the Mercantile Bank of India in the place of Sir David Yule.—Reuter.

London, Yesterday.—In view of the Lord Chancellor's appointment as acting Prime Minister, Viscount Peel has been appointed Chairman of the British Delegation to Canada.—British Wireless Service.

WHAT'S WRONG WITH COASTING.

THE WEST RIVER.
THE DANGEROUS SPOTS WHICH ARE NOT LIGHTED.
HELPFUL SUGGESTIONS.

[By a Master Mariner.] Sufficient time has elapsed since the "Kochow" tragedy to learn the lessons taught, so that a repetition can be guarded against.

The "Leung Kwong" disaster of last year paved the way to the removal of the infamous anti-piracy grilles which were all along condemned by navigation experts. What is the "Kochow" to bring in its wake?

It is sincerely hoped that more will be done towards lighting dangerous spots on the West River.

There are several bad places which should receive immediate attention. Guide lights for crossing Wangmoon Bar should be provided.

GERMANY NEXT?

Treaty Confabs With Nationalists.

Shanghai, To-day. The German minister Herr. Von Borch and his suite arrived yesterday afternoon. It is understood that important results are expected from conferences with Mr. C. T. Wang in connection with the conclusion of a new Sino-German commercial treaty.—Reuter.

vided, similar to those for entering and leaving the anchorage at Cape St. James, at the entrance to the Saigon River, in French Indo-China. Such can be placed on Cone Island. The two lights serving at present are all very well but they only mark the approaches to the Bar and need to be supplemented by lights for crossing the Bar.

Floating Godowns. Too many of the Colony's river steamers are treated as floating godowns. Cargo is piled up and stacked in any old place. As considerable sea is often encountered in crossing the West River estuary to Ki-so, such stacks of cargo may fall again, or shift, and thereby cause a dangerous list.

To obviate such accidents, short bulkheads should be fitted on decks on which passengers or goods are accommodated. Cargo should then be stowed where bulkheads will prevent collapse, or shifting to the danger of the vessel.

Stability. There ought to be, in every case, a ladderway leading up from the fore 'tween decks in addition to the one from the after 'tween decks, so that at least one is available for passengers to go up should the other be blocked. Passengers forward on the lower deck should not have to use the only exit which is aft.

Notices in English and Chinese should be posted on the lower deck to the effect that sufficient cargo must be stowed below to ensure the vessel's stability, and that cargo stowed in 'tween decks must be placed where bulkheads are provided. Passage-ways must be kept clear of cargo and left for passengers.

Where ballast has been provided for stability, notices should be posted that it should not be moved or discharged without proper authority.

TO-DAY'S DOLLAR.

The closing rate of the dollar on demand, to-day was 2/0 3/16.

ENGLAND'S COTTON INDUSTRY.

WHAT IS BEING DONE A WOMAN PREACHER.
SUB-COMMITTEE ON THE FINANCIAL POSITION.
VALUABLE DATA.

London, Yesterday. The sub-committee of the Federation of the Master Spinners' Association, which was appointed to consider the financial position of the reconstructed firms in the American Section of the Cotton Spinners, met privately in Manchester.

The sub-committee has been carefully sifting a mass of valuable data received from members of the Federation in reply to a questionnaire asking for details of individual financial positions before the boom of 1919-20 and the subsequent reconstitution.

The result, the sub-committee hopes will ultimately produce a scheme which with the assistance of the banks and the Government, may lead to a reduction in overhead costs and in placing the mills on an economic level.

It is understood the replies are very complete and shewed a considerable number of concerns to be in a hopeless position unless drastic action were taken.—Reuter.

REPRIEVE.

THREE CONDEMNED MEN'S LIVES.
DRAMATIC ANNOUNCEMENT.

London, Yesterday. Only fourteen hours before three men, convicted of the murder of an elderly druggist named Smith on the Brighton front, were due to be executed, they were reprieved and their sentences commuted to penal servitude for life.

This dramatic announcement created a greater public effect in view of an official intimation a few hours earlier that the Home Secretary declined to interfere with the death sentences.

The subsequent reprieve followed a visit by Sir William Joysson-Hicks to Buckingham Palace, where he attended a meeting of the Privy Council and was received in audience by His Majesty.

One of the accused was taking his farewell of his relatives at Pentonville Prison, and the latter were on the point of departure when the Governor appeared bearing the joyously received news.

In the crime for which the accused were convicted they were found guilty of attacking Smith so savagely that when he managed to stagger home his wife did not recognise him and shut the door in his face. The agitation against the conviction was based on the contention that at least two of the accused were not present at the time of the attack.—Reuter.

WOMAN MAYOR.

FLIES HER FLAG AS PORT ADMIRAL.

OFF TO U.S.A.

London, Yesterday. The woman Mayor of Southampton, Mrs. Fostress Welch, sailed in the United States liner "Leviathan" to-day to pay an official visit to some of the principal American cities.

Mrs. Fostress Welch, as Mayor, is ex-officio Admiral of the Port of Southampton and her flag flew from the masthead as the vessel left the docks.—British Wireless Service.

BOMBAY'S MILLS.

BOARD OF INQUIRY TO BE APPOINTED.

Bombay, Yesterday. A conference between a member of the Bombay Government, representatives of the millowners and operatives, agreed to appoint a Board of Inquiry to investigate into the circumstances of the mill strike.—Reuter.

London, Yesterday.—The Magistrate of Parquet, who ordered the examination of Loewenstein's remains, has given a possible explanation of the discovery of traces of poison in the body. He points out that Capt. Loewenstein habitually took frequent purgatives, often over-doses, which produces abnormal toxic matter in the organs.—Reuter.

MISS MAUDE ROYDEN HERE.

GOING TO JAPAN & THEN RETURNING.
HER TOUR OF THE WORLD.

Probably the best-known woman preacher of the day, Miss Maude Royden, who set out from London eight months ago on a lecture tour, arrived in Hong Kong to-day on the P. & O. s.s. "Naldera" from Singapore.

She is to stay here for a few days and is booked to sail for Yokohama, Japan, by the "President Pierce" on Aug. 21. In September (according to present arrangements), she will leave Japan and return to Hong Kong, probably to go back to England.

Miss Royden is resting after a strenuous tour of the United States and Australia.

A courageous thinker on social and religious problems, the author of several books which have greatly influenced the younger generation in Great Britain, and associate minister with Dr. Percy Dearmer in one of the most interesting churches in London—the Guildhouse—Miss Royden is a personality in modern religious activity. She is accompanied by Miss M. Chave Collinson, honorary secretary of the British Commonwealth League, who was responsible for the organisation of Miss Royden's lecture tour in Australia and New Zealand, and who is now taking a brief holiday in the East.

HER POPULARITY.

Some curious misconceptions had to be combated prior to the tour. The idea was discovered in some quarters that Miss Royden might be a sort of "Mrs. Macpherson," a character who appears to have acquired considerable notoriety as a sensational evangelist in America. There was also the "cigarette-smoking" episode in the United States, where some women's club refused to hear Miss Royden on the ground that her views about smoking for women were not as puritanical as their own. However, to put the matter as charitably as possible, that particular question is still viewed in America as it was in England before the Great War, and it was the least important feature of four months lecturing and preaching in the United States. This was Miss Royden's fourth visit to America and her popularity there was shown by the fact that over four hundred invitations had to be refused in order to keep other engagements in New Zealand.

A VARIED CAREER.

A daughter of the late Sir T. Royden, Bart., Miss Royden was educated at Cheltenham Ladies' College and Lady Margaret Hall, Oxford. After social service in Liverpool and elsewhere she became actively interested in the women's suffrage movement, and she remains to-day an ardent champion of woman's rights and responsibilities. Though a devoted member of the Church of England, her religious work and influence have always extended far beyond the borders of the Established Church, and from 1917 to 1920 she was associated with the Rev. R. J. Campbell at the City Temple, where she became very well-known to Londoners, as afterwards during her ministry at the Guildhouse. She wrote every week for "Reynolds" and Mr. Campbell has taken her place during her tour. Her present tour started in December of last year, and she spent the following four months in the United States. She then went to New Zealand, where she stayed for three weeks, and June and July have been devoted to a comprehensive tour of Australia, which concluded with a three-days' flight in a Western Australian Airways machine from Perth to Broome.

SOCIAL PROBLEMS.

From Hong Kong Miss Royden will go to Japan, and return here to sail for Colombo and, if possible, to Persian Gulf and the overland route to England. She hopes to be back in London late in January of next year. Miss Royden received in Australia and New Zealand a very remarkable reception, and overflowing audiences were the rule.

SINGAPORE'S BIG DOCK.

THROUGH CANAL.
ADMIRALTY EXPRESSES THANKS.
"GREAT CREDIT."

London, Yesterday. The completion of the passage of the great floating dock for the Singapore Base through the Suez Canal is the subject of a message of congratulation from the Admiralty.

The Admiralty has thanked the Directors of the Suez Canal for the pains taken so effectively to ensure the successful carrying through of an exceptional and difficult operation.

A similar message of appreciation has been conveyed to Messrs. Swan, Hunter, Wigham and Richardson, the Admiralty considering that the manner in which the dock was conveyed through the canal reflects great credit on all those concerned in making the arrangements and carrying them out.—British Wireless Service.

WANTED!

DUTCHMAN TO RETURN TO SINGAPORE.

\$9,000 MISSING.

J. W. H. van Laer, described as a Dutchman and an insurance agent, who was arrested by Sub-Inspector Doring, of the Water Police at 7 a.m., on August 14, on board the Messageries Maritime Company's s.s. "Porthos" lying at anchor in Victoria harbour, was again before Mr. E. Lindell, at the Central Magistracy this morning.

Van Laer was arrested on a local warrant, at the cabied request of the Singapore Police, on a charge of criminal breach of trust of \$9,000, and on Tuesday was remanded by his Worship for one week to await the arrival of the identifier, warrant and escort from Singapore, which had been telegraphed for by Mr. T. Murphy, Assistant Director of Criminal Intelligence.

When van Laer appeared before the Court this morning, Mr. Murphy applied for the fugitive's discharge, as van Laer had waived extradition proceedings here and undertaken to return to Singapore to meet the charge against him.

In view of this undertaking, Mr. Lindell agreed to van Laer's discharge.

When van Laer's luggage was searched on board the "Porthos" by Sub-Inspector Doring, the latter found two books of traveller's cheques issued by Messrs. Thos. Cook and Son, Singapore. One book contained 50 £5 cheques, whilst the other contained 24 £10 and 24 £20 cheques. One cheque of each denomination appeared to have been removed from this book, which did not have counterfoils.

Miss Royden preached frequently, in addition to lecturing, and she had crowded congregations in the cathedrals of Adelaide and Christchurch, among other places. Although all her public speaking has a religious inspiration, her lectures and speeches at secular gatherings have been directly concerned with social and international questions, and Miss Royden has managed to do a great deal of valuable propaganda for the League of Nations and the cause of world peace.

U.S.A. AND BRITAIN.

The nature of her addresses can be gathered from some of the titles, such as the following: "Can we set the World on fire?", "Sex and Common Sense," "The Morals of the Rising Generation," and "Peace and the British Empire."

Discussing her tour of America Miss Royden said: "One thing that impressed me particularly was a growing sense of friendliness towards Great Britain, which is replacing what I had felt on previous visits to America some years ago—a certain hostility." The United States had been much and unkindly criticised for not joining the League of Nations, Miss Royden remarked, but it had to be remembered that the United States had made determined efforts from time to time to provide an alternative form of peace pact, and these efforts made by a great nation deserved the utmost consideration.

ORES PETS
 INERT AVOID
 OR GRADE
 MILE AD SOM
 ISIS WIT TWI
 THESE TALENT
 EGO PAW
 SWINGER WAVE
 TALK RID RILL
 OGLE FA DELL
 WE POETS E
 SUGAR EATEN
 POLE SPIN

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S.S. "VENEZIA" Sails hence on or about 21st Aug.
M.V. "REMO" Sails hence on or about 13th Sept.
M.V. "VIMINALE" Sails hence on or about 11th Oct.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE.

From Hong Kong.

M.V. "ROMOLO" Sails hence on or about 25th Aug.
S.S. "VENEZIA" Sails hence on or about 20th Sept.
M.V. "REMO" Sails hence on or about 16th Oct.

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SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

TENYO MARU Tuesday, 21st August.

KOREA MARU (Calls Los Angeles) Tuesday, 21st August.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM via

Singapore, Penang, Colombo, Suez.

KASHIMA MARU Saturday, 25th August.

HAKONE MARU (Calls Hull) Saturday, 25th August.

SYDNEY & MELBOURNE via Manila & Ports.

MISHIMA MARU Wednesday, 22nd August.

TANGO MARU Monday, 19th September.

BOMBAY via Singapore, Penang, & Colombo.

CEYLON MARU (omit Penang) Monday, 20th August.

SADO MARU Tuesday, 11th September.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles.

Mexico & Panama.

ANYO MARU Saturday, 18th August.

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.

KAWACHI MARU Thursday, 6th September.

NEW YORK AND BOSTON via PANAMA.

CALCUTTA MARU Saturday, 18th August.

TAKETOYO MARU Saturday, 9th September.

LIVERPOOL via Port Said, Geneva, Marseilles.

LYONS MARU (Calls Glasgow) Thursday, 13th September.

CALCUTTA via Singapore, Penang & Rangoon.

PENANG MARU Sunday, 19th August.

AKITA MARU Thursday, 30th August.

NAGASAKI, KOBÉ & YOKOHAMA.

TANGO MARU Friday, 17th August.

SHANGHAI, KOBÉ & YOKOHAMA.

MATSUMOTO MARU Sunday, 19th August.

RANGON MARU (Moff direct) Sunday, 19th August.

FUSHIMI MARU Monday, 20th August.

KANAGAWA MARU (Kobe direct) Wednesday, 22nd August.

†Cargo only.

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Tel. Central No. 292 (Private exchange to all departments.)

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore

Colombo, Suez and Port Said.

AMAZON MARU Monday, 10th September.

RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore,

Colombo Durban & Cape Town.

HAWAII MARU Saturday, 29th September.

BOMBAY—Via Singapore & Colombo.

SUMATRA MARU (Calls at Penang) Sunday, 19th August.

CELEBES MARU Monday, 3rd September.

DURBAN, DELAGOA BAY, BEIRA, DAR-ES-SALAAM, ZANZIBAR AND

MOMBASA—Via Singapore and Colombo.

MEXICO MARU Wednesday, 29th August.

CHICAGO MARU Friday, 28th September.

CALCUTTA—Via Singapore, Penang and Rangoon.

KASADO MARU Saturday, 25th August.

VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Shanghai and

Japan ports.

MELBOURNE—Via Manila, Brisbane & Sydney.

MADRAS MARU Wednesday, 5th September.

BANGKOK—Via Saigon.

HAIKONG—Via Hong Kong.

MENADO MARU Thursday, 10th August 10 a.m.

NEW YORK—Via Japan ports, San Francisco & Panama.

HAYRE MARU Friday, 17th August.

JAPAN PORTS

TACOMA MARU Thursday, 16th August.

SHUNKO MARU Saturday, 1st September.

KEELUNG—Via SWATOW & AMOY

KISHU MARU Sunday, 19th August Noon.

HOZAN MARU Sunday, 20th September noon.

TAKAO—Via SWATOW & AMOY

DELT MARU Thursday, 23rd Sept. noon.

TAKAO & KEELUNG

SANUKI MARU Friday, 14th September.

For further particulars please apply to—OSAKA SHOSEN KAISHA.

Tel. Central No. 4083, 4089, 4096.

M. TAKEUCHI, Manager.

**SHIPPING SECTION.****LOCAL SHIPPING.**

TO-DAY'S ARRIVALS AND DEPARTURES.

Hai Ching (1287) British, from
Fochow, Swatow—Douglas & Co.:
—122½ passengers, 500 tons gen-
eral cargo for Hong Kong.

Szechuen (1494) British, from
Shanghai, Swatow—B. & S.:—60
passengers, 550 tons general cargo
for Hong Kong, 750 tons (through).

Baron Haig (2089) British, from
Soerabaya, Pekalongan—J.C.L.:—
2,200 tons sugar for Hong Kong,
3,800 tons (through).

Kwai Sang (1435) British, from
Shanghai, Swatow—J.M. & Co.:—
376 tons general cargo for Hong
Kong, 200 tons (through).

Hin Sang (1885) British, from
Sandakan—J.M. & Co.:—20 passen-
gers, 3,942 tons general cargo for
Hong Kong.

Hupei (1205) British, from
Canton—B. & S.:—56 tons general
cargo (through).

Huibo (1027) Norwegian, from
Canton—K. Larssen & Co.
Lima Maru (4298) Japanese,
from Birkenhead, Singapore—
N.Y.K.:—1,517 tons general cargo
for Hong Kong, 9,461 tons
(through).

Delagoa Maru (4373) Japanese,
from Yokohama, Shanghai—
N.Y.K.:—6,814 tons general cargo
(through).

Kishu Maru (1567) Japanese,
from Keelung, Swatow—O.S.K.:—
17 passengers, 905 tons coal and
general cargo for Hong Kong.

Daisu Maru (1862) Japanese,
from Kwong Yuen—M.B.K.:—5,100
tons lime stone.

Tak Hing (101) Chinese, from
Macao—Hoo Hing:—50 tons gen-
eral cargo for Hong Kong.

Departures.
For Fochow:—Sui Sang.
For Saigon:—Tin How.
For Canton:—Szechuen.
For Swatow:—Kwong Sang.
For San Francisco:—Golden
Hind.

For Shanmei:—Lee Cheung.
For Amoy:—Hupei.
For Whampoa:—Baron Lovat.
For Batu Pahat:—Glasen Maru.
For Batavia:—Tjikini.
For Milke:—Benledi.
For Macao:—Tak Hing.
For Saigon:—Telamachus.
For Hongkong:—Koyo Maru.

Clearances.
For Bangkok:—Mabella.
For Hoihow:—Teau.
For Canton:—Kwai Sang.
For Manila:—Changete.
For Singapore:—Cremor.
For Samarinda:—Huibo.

Arrivals. Departures. In
British 6 8 22
Japanese 4 2 3
Norwegian 1 0 7
Chinese 1 2 16
Dutch 0 1 4
American 0 1 0
Portuguese 0 0 2
Danish 0 0 1
French 0 0 2

12 14 62

MOVEMENTS OF STEAMERS.

The C.P.S. R.M.S. "Empress of
Russia" arrived at Nagasaki to-
day at 6 a.m. left Nagasaki at
1 p.m., and is due at Shanghai to-
morrow at 8 p.m.

The P. & O. s.s. "Rajputana" left
Shanghai for this port on August
14 at 2 p.m. with the Mails, and
is due here to-morrow at about
6 a.m.

The s.s. "Benvenuto" from
Europe and Straits is expected to
arrive here to-morrow.

The B. I. s.s. "Tilawa" left Sin-
gapore for this port on August 12
p.m., and is due here to-morrow
morning.

The B. I. s.s. "Warfield" left Sin-
gapore for this port on August 11
a.m., and is due here to-morrow
morning.

The D. & Co. s.s. "Venezia" sail-
ed from Singapore yesterday
morning, and is due here on August
20, afternoon.

The C.P.F. R.M.S. "Empress of
Russia" is due at Hong Kong on
August 20 in the morning. She
leaves for Manila on August 21 at
5 p.m.

The s.s. "Benlawers" from Leith,
Middleburgh, London and Straits
left Singapore for this port to-day,
and is due to arrive here on August
22.

The M.V. "Japan" (Swedish
East Asiatic Co. Ltd.) left Ham-
burg on July 7, and is due here
on or about August 22.

CONSIGNEES' NOTICE.

Consignees of Cargo ex s.s.
"Benledi" are reminded to take
delivery of their goods which will
be subject to rent after August 21.

SHIPPING SLUMP.

MORE VESSELS BUILT ABROAD.

The depressed state of the Bri-
tish shipbuilding industry is re-
flected in the latest returns com-
piled by Lloyd's Register, which
cover the three months ended
June 30. On that date the vessels
under construction in Great Bri-
tain and Ireland represented an
aggregate of 1,202,610 tons.

This figure is about 238,000 tons
below the total tonnage in hand
at the end of last March, and
188,000 tons less than the total at
the end of June, 1927. The reduc-
tion in output is therefore serious.

It is due to the prevailing dearth
of new contracts, and there is un-
fortunately no immediate pros-
pect of an improvement in this re-
spect.

On the other hand, the tonnage
under construction abroad, viz.,
1,467,852 tons, has increased in the
past three months, and now exceeds
the British total by 265,000 tons.

Yet at the end of last year Bri-
tish yards were building 40,000
tons more than the foreign aggre-
gate. Of the total tonnage now in
hand at home and abroad, viz.,
2,660,462, British and Irish yards
account for 45.2 per cent. and for-
eign establishments for 54.8 per
cent. In the last twelve months
before the war the average per-
centages were 57.2 for Great Bri-
tain and Ireland and 42.8 for
abroad.

During the three months under
review, British yards laid down
278,983 tons, and launched 403,168
tons, the corresponding figures for
abroad being 260,901 and 268,916
tons respectively. While, there-
fore, our yards launched 124,000
tons more than they commenced,
the tonnage launched abroad was
slightly less than the total of new
ships laid down.

More Motor Vessels.

An interesting feature of the
returns is the ever-swelling volume
of motor tonnage. While in Great
Britain and Ireland the tonnage of
motor ships under construction,
viz., 546,826, remains substantially
less than the steamer total, the
position abroad is entirely differ-
ent. There the motor ships in
hand have an aggregate of 953,718
tons, as compared with 488,981
tons of steamers. Taking the
figures for the whole world, it
will be found that motor ships now
building exceed the steam tonnage
by no less than 362,000 tons.

Further proof of the progress
that is being made by the internal
combustion system is indicated by
the fact that there are now build-
ing in the world 65 motor ships,
each of 8,000 tons and upwards,
while only 21 steamers of equiva-
lent size are under construction.

The prominent position occupied
by Lloyd's among the classification
societies of the world is evidenced
by the fact that 1,779,353 tons of
the current tonnage output at home
and abroad is building under the
inspection of Lloyd's Register.

Passenger arrived by the P. and
O. s.s. "Naldera" from England and
ports this journey were—
Mr. and Mrs. Ward, Mr. and Mrs.
McNay, Mr. and Mrs. Burn, Miss
Edwards, Mr. Davy, Surgeon Lt.
Somerhamford, F/Lt. Pearce, F/O
Bernard, Mr. and Mrs. Hamilton,
Mr. Hawke, Miss Wolden, Mr. Beale,
Mrs. Cousin, Mr. and Mrs. Bidwell,
Mr. and Mrs. William, Capt. Grover,
Mr. Mackintosh, Mr. Taylor, Rev.
Porteus, Miss Spooner, Mr. Cooke,
Mr. Simpson, Mr. Seymour, Mr.
Shotton, Mr. Ford, Mr. Swanson, Mr.
Bennett, Mr. White, Lt. Cdr. and
Mrs. Warner, Mr. and Mrs. Ramsay,
Lt. and Mrs. Smith, Mr. and Mrs.
Robertson, Mr. Fox, Mr. Griffiths,
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Mrs. Richards, Miss Royden, Miss
Collison, Miss Eu, Miss Ng, Miss
Foden, Miss Rulph, Mr. and Mrs.
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P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER STEAMERS.

TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S. S.	Ton.	From	Destination
RAJPUTANA	10,568	18th Aug.	Bombay, Marseilles & London.
MAJLERA	10,658	1st Sept.	Bombay, Marseilles & London.
KALYAN	9,144	15th Sept.	Marseilles, London, Antwerp & Hull.
KASHGAR	9,005	29th Sept.	Marseilles, London, Antwerp & Hull.

*Cargo, only. *Calls Casablanca.
Frequent connection from Port Said for Passengers and Cargo to
Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the
Medival Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

TILAWA	10,005	10th Sept.	Singapore, Penang & Calcutta.
TAKADA	6,349	25th Sept.	Singapore, Penang & Calcutta.
TALMA	8,018	12th Oct.	Singapore, Penang & Calcutta.
TALMA	10,000	19th Oct.	Singapore, Penang & Calcutta.

B.I. Apar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

*ANDA	6,956	31st Aug.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
*ST. ALBANS	4,500	28th Sept.	
*ANAFURA	6,000	2nd Nov.	
*TANDA	6,956	30th Nov.	
*ST. ALBANS	4,500	28th Dec.	

Regular monthly sailings from Hong Kong to Japan and Hong Kong to Australia.
The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Hanoi, Cebu, Kolanbagan, Tawau, Timor, Darwin, or other ports en route as inducement to cargo.

Frequent connections from Australia with the following:—
The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail steamers to London via Suez Canal.
The P. & O. Branch Service of steamers to London via the Cape.
The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

NALDERA	10,058	17th Aug.	Shanghai.
TILAWA	10,000	10th Aug.	Amoy, Moji, Kobe & Osaka.
*WARFIELD	6,065	19th Aug.	Shanghai, Moji, Kobe & Osaka.
*CAULADA	5,397	30th Aug.	Amoy, Shui, Moji, Kobe & Yokohama.
*KASHGAR	5,283	31st Aug.	Shanghai, Moji, Kobe & Yokohama.
KASHGAR	9,005	31st Aug.	Shanghai, Moji, Kobe & Yokohama.
ST. ALBANS	4,500	4th Sept.	Moji, Kobe, Osaka & Yokohama.
*MIRZAPORE	6,716	6th Sept.	Shanghai, Moji, Kobe.
TAKADA	6,349	8th Sept.	Amoy, Shui, Moji, Kobe & Osaka.
NALDERA	10,058	14th Sept.	Shanghai, Moji, Kobe & Yokohama.
TALMA	8,018	17th Sept.	Amoy, Moji, Kobe, Yokohama & Osaka.
*LAHORE	5,252	24th Sept.	Shanghai, Moji, Kobe & Yokohama.
KHIVA	9,135	28th Sept.	Shanghai, Moji, Kobe & Yokohama.
TALMA	10,000	28th Sept.	Amoy, Moji, Kobe & Osaka.

*Cargo only.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on-carriage steamer.

All cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Laundries.

Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For further information, Passages, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.

P. & O. Building, Connaught Rd. C., HONG KONG. Agents.

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JOINT SERVICE OF THE

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AND

AMERICAN & MANCHURIAN LINE.

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

SAILINGS FROM HONG KONG.

S.S. "LYCAON"	.....	Via Suez Canal	24th Aug.
S.S. "PHEMIUS"	.....	Via Suez Canal	21st Sept.
S.S. "CITY OF LINCOLN"	.....	Via Suez Canal	5th Oct.

Steamers proceed via Suez Canal or Panama Canal at Owners' Option.
Subject to change without notice.

For Freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., Hong Kong.
Hong Kong & Canton: JARDINE, MATHESON & CO., LTD., Canton.

BUREAU VERITAS.

IMPRESSIVE CEREMONY IN PARIS.

SOCIETY'S ORIGIN.

The "Bureau Veritas," the famous French shipping registration society, has celebrated the centenary of its foundation, and an impressive ceremony took place at Paris to mark the occasion.

A dinner was held at the Hotel Continental and was presided over by M. Andre Tardieu, Minister for Public Works and for the Merchant Marine.

"Bureau Veritas" Achievements.

Speaking after the dinner, M. Charles Lefebvre, chairman of the Bureau Veritas, delivered a most interesting speech, in which he recalled the origin of the Bureau Veritas and laid stress upon its achievements. He first pointed out that at the beginning of the 19th Century, marine insurance business was a most difficult one, owing to the fact that underwriters had only indefinite information about the ships insured. In order to remedy that unsatisfactory situation, two Antwerp underwriters, Alexandre Delchaye and Louis Van der Broek, who were joined by an insurance broker, Auguste Morel, constituted under the modest style of "Intelligence Bureau for Marine Insurance," the society whose centenary was now celebrated. The object of that institution was to inform underwriters of qualities and defects of vessels, and to also keep them informed, as far as possible, of the premiums and particular conditions applied on various markets.

This decision was taken on July 1, 1828, and at that early stage the intelligence was supplied by means of a register, with monthly supplements. That programme entailed considerable expense, and, in spite of the fact that it was welcomed by all underwriters, the undertaking would soon have been given up if it had not been for the substantial support granted by King Wilhelm the First, of Holland. On May 28, 1829, the institution took the new name of "Veritas," and from that date the Register of the Bureau Veritas commenced to be issued. Owing to the developments which took place in 1830, and to the bombardment of Antwerp, the founders of the Bureau Veritas had to constitute a branch in Paris, where the fourth annual Register was published. That branch shortly became the head office of the undertaking.

Shipbuilding Trend.

M. Lefebvre then pointed out that the history of the Bureau Veritas was closely associated with that of shipbuilding. When the Bureau Veritas issued its first regulations they were regarded as an actual code of shipbuilding. Among those regulations, that dealing with racing yachts was elaborated in co-operation with the British Lloyd and with the Norske Veritas, and M. Lefebvre paid a well-deserved tribute to those two societies, with which the Bureau Veritas always entertained agreeable relationship. The chairman further stated that the Bureau had participated in the study or in the achievement of all innovation in naval architecture; it had to class the first Trans-Atlantic steamers, later on the first tank-vessel ("Gluckauf"), more recently, special vessels like icebreakers and ferryboats, the largest sailing vessel in the world "La France," and luxurious liners, as, for instance, the "Ile-de-France."

HULL AS AIR PORT.

Several questions of importance to the commercial and shipping interests of the port were raised at the meeting of the council of the Hull Chamber of Commerce and Shipping. The president (Major A. J. Addison) presided.

The question of congestion in the timber importing trade at the Victoria Dock and a conference of the Hull Corporation with the railway and dock authorities was considered to be satisfactorily progressing.

Another important question, that of Hull as an air port for the transmission of mails to the near Continent and Northern Europe, was raised by Mr. E. Dumoulin, and it was decided to approach the Postmaster-General.

It was reported that Prince Ranjitsingh would visit Hull on July 24 to see Hull's commercial facilities.

ON THE CONTINENT.

COMPANIES' RESULTS AND DEVELOPMENTS.

NEW MOTOR LINERS.

The Societa Veneziana di Navigazione a Vapore has sent out tenders to several Italian and foreign yards for the construction of motorships of 8,000 tons and a speed of 13 knots for the operation of their regular mail service from Venice to Calcutta.

Up to the present this service has been operated with ships of a speed not exceeding ten knots, but the necessity of increasing the speed, owing to the large foreign competition on the Indian route, has been emphasised on several occasions, notably at the launch of the "Filippo Grimaldi" and "Piero Foscari" at Trieste, when his Excellency Constantino Ciano, Minister of Communications, stressed the importance of faster ships. The Cantieri Navali Triestino at Monfalcone has secured an order for two motor liners of about 5,000 tons gross for the Trans-Mediterranean Espanola, and is now negotiating an order with an American owner.

Navigazione Libera Triestino.

The Navigazione Libera Triestino has published its returns for 1927, showing a loss of 24,566,955.37 lire. The report of the board of directors points out that 1927 was as unfavourable to the company as it was to the general tramp trade. As far as freights are concerned, adds the report, which during the first two quarters of 1927 still felt the influence of the British mining strike, rates have been exceptionally low. As regards the regular mail services, the fortnightly line to North Atlantic ports has been rather dull owing to the low level of the freight rates. The subvention granted to the North Pacific Line has enabled the company to cover the operation expenses, while the operation of the mail services to South Africa, to Belgian Congo and to Mexico has shown a loss. The report points out that the organisation might be improved, costs of operation reduced, and efforts made to increase the volume of trade, but it is stated that the nature and the importance of the steamship services maintained by the N.L.T. are such that the amount of the subvention granted at present by the Government to the company is insufficient. It is interesting to note that the general manager of the company, Gr. Uff. Ettore Polich, has resigned from his position. He was one of the founders of the Libera Lines. A reduction of capital is being considered in order to cover the loss.

THE HARTLEPOOLS.

BIG DECREASE IN IMPORT OF TIMBER.

The figures showing the exports of coal and coke and the imports of timber at the Hartlepoons during the first six months of this year are now available. Whilst the exports of coal and coke have increased by about 230,000 tons, as compared with the exports during the corresponding half of last year, the imports of timber are very seriously down, being, in fact, little more than half those of the first six months of 1927.

There is a falling off no less than 42,000 loads in the import of pit props, whilst the import of deals is nearly 35,000 loads less. The figures are:—1928, pit props 64,163 loads; deals 18,865 loads; first six months of 1927: pit props 106,643 loads, deals 53,485 loads.

Including all classes of timber the total imports this year so far total only to 98,356 loads, as against 175,000 loads during the first half of last year. For the month of June alone there is a drop of 10,000 loads in the imports of pit props as compared with June last year, the figure being 27,138 loads as against 37,234.

The drop in the imports of deals is still more startling, the figures for last month being 2,716 loads as against 26,480 loads in June, 1927. [A "load" is approximately the equivalent of a ton.]

In regard to the export of coal and coke, the actual figures for the two comparable periods are:—For the past half year, 1,449,609 tons; for the first half of 1927, 1,218,422 tons. About 60,000 tons of the increase was during the month of June, when the export was 275,589 tons, as against 216,842 tons in June last year.

The Royal Holland Lloyd and Rotterdam South America Line (Van Nievelk, Guodrian and Co.) announced that from July 1 mutual sailings of cargo liners to Buenos Aires and Monte Video was suspended, and from that date, each of the companies resumed independent sailings. The agreement has been in force since July, 1922.

The Liverpool coasting steamer "Jennie," which, after colliding with, sank beneath the Woodside stage, was towed away and placed on Transmere beach.

LLOYD TRIESTINO.

NEW LINER TO BE BUILT.

TO EGYPT IN 3½ DAYS.

An interesting announcement has just been made by the Lloyd Triestino Line. The management has decided to place in hand at once in their own yards at Trieste the construction of a large new liner for their weekly express service from the Adriatic to Alexandria.

This vessel will be very finely equipped and will attain a speed of 21 knots, making it much the fastest ship in the Mediterranean. This high speed will enable the duration of the sea passage to be substantially reduced, the vessel to maintain a regular weekly service from Trieste (or Venice) and Brindisi, and the journey from London to Egypt to be performed in 3½ days. The service will also provide the shortest sea passage, i.e., less than 40 hours from Brindisi.

At the present time, as many British travellers are aware, the Helouan and Vienna of the Lloyd Triestino Line enable the journey from London to Egypt to be performed in 4 days, which is already far quicker than by any other route.

The plans of the new vessel have been under close consideration for a long time past. The company states that various original features will be embodied in the construction for the comfort and general well-being of passengers.

The palatial new 1,100-ton twin-screw oil-fuel steam yacht "Sea Belle," built by Messrs. John Samuel White and Co. to the order of the Crown Agents for the Colonies, has left Cowes on her maiden voyage to Singapore. The "Sea Belle" is for the special service of the Governor of the Straits Settlements.

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No claims will be admitted after the goods have left the godowns, and all goods remaining undelivered after the 21st inst. will be subject to rent.

All claims against the steamer must be presented to the Under-Signed on or before the 4th Sept. 1928 or they will not be recognised.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 20th inst., at 10 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents.

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Pres. McKinley	Sept. 11th
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Pres. Jefferson	Sept. 18th
Pres. Lincoln	Oct. 2nd

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Pres. Wilson	Sept. 9th 8 a.m.	Pres. Polk	Oct. 21st 8 a.m.
Pres. V. Buren	Sept. 23rd 8 a.m.	Pres. Adams	Nov. 4th 8 a.m.

To Manila

Pres. Jackson	.....	Aug. 18th 8 p.m.	Pres. Jefferson	.....	Sept. 11th 6 p.m.
Pres. Taft	Aug. 28th 8 p.m.	Pres. Grant	Sept. 15th 6 p.m.
Pres. McKinley	Sept. 1st 6 p.m.	Pres. Lincoln	Sept. 25th 6 p.m.

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Hong Kong, April 1, 1924.

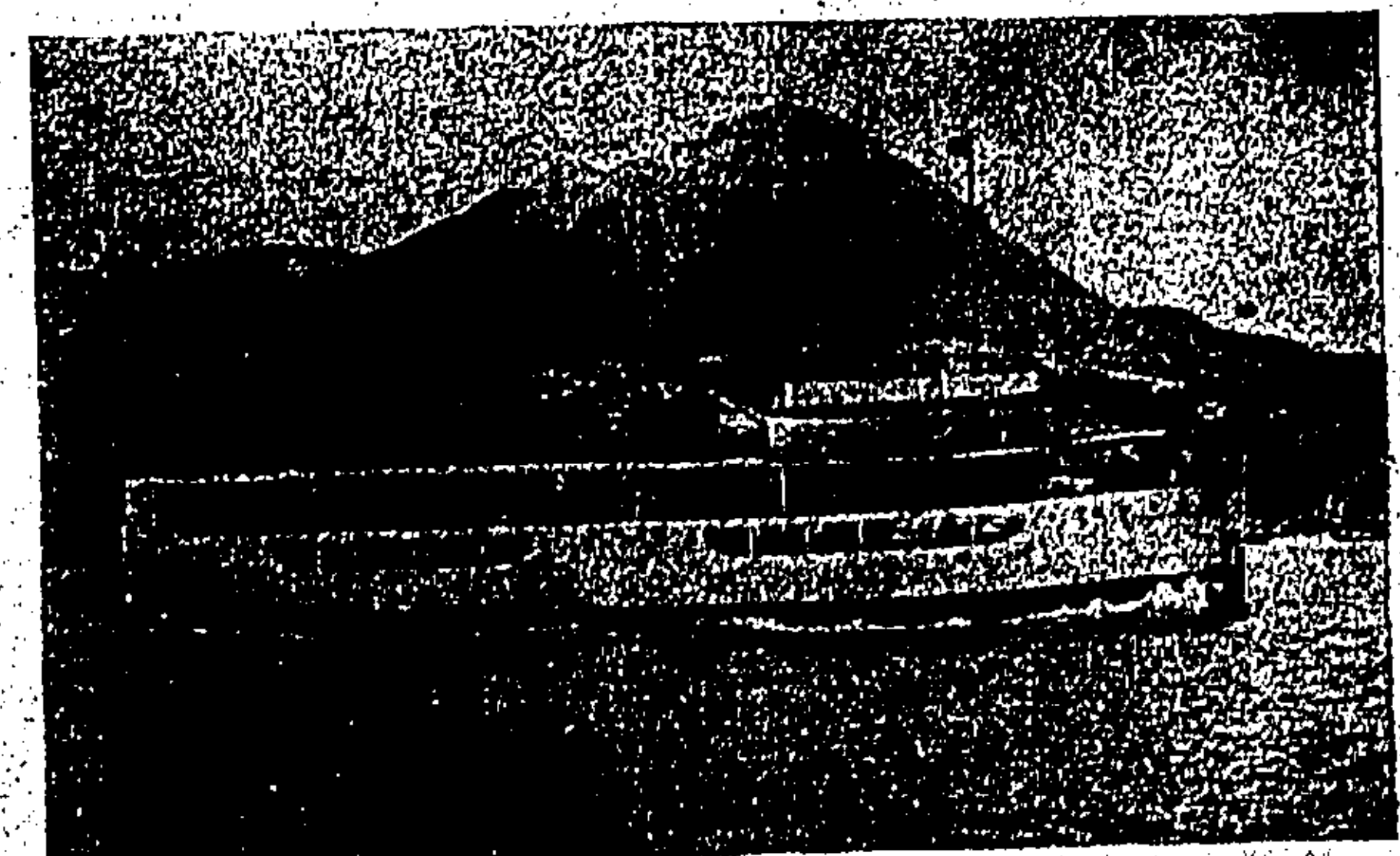
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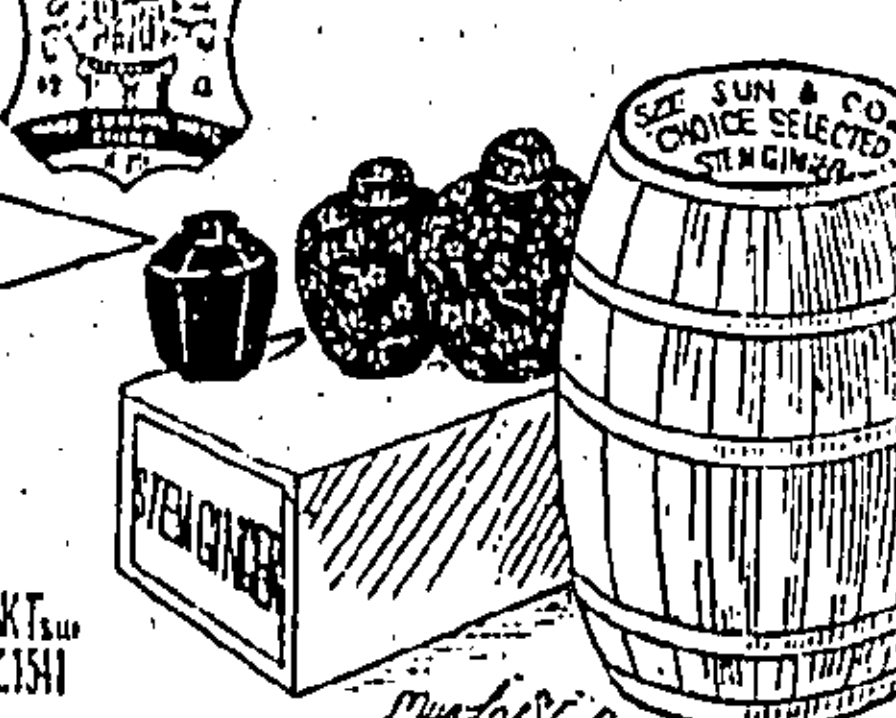
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Hong Kong, Thursday, Aug. 16, 1928.

SUSPICIOUS WATCHFULNESS

Whilst it is not, of course, the policy of any newspaper of standing to enter into arguments of a political nature with individual correspondents, we consider that a few words anent the letter signed "Nationalism" which appeared in the "China Mail" on Saturday last are called for in fairness to the party on behalf of which "Nationalism" presumes to write. In brief, the correspondent adversely criticised a leading article which appeared in these columns a day or two previously and which had to do with the British settlement of the Nan-king Rape. The opinion was expressed that if Britain accepted anything like the terms that America accepted, Britain, like America, was going to be painfully disappointed. The article's appearance coincided with the publication of the American Note of protest to the Nationalist Government concerning the latter's non-fulfilment of promises made regarding the evacuation of American property at Nanking. We drew the obvious analogy of what was happening to America now that she had signed a Nan-king settlement agreement and what would most likely happen to Britain if she, in turn, became a party to a similar document.

Now the best course for anybody who agreed with the way the Nationalists are conducting affairs, at Nanking or anywhere else, would have been to have kept quiet. The American Note was a damning piece of evidence, fully substantiating the assertion that the Nationalists are not to be trusted. Our correspondent, how-
ever, comes along with a letter

accusing the writer, in the first place, of being racially prejudiced, then of perpetrating a breach of internationalism, and then of being malicious. And so on. It is obvious that the correspondent, "Nationalism," did not like the article, just as it is obvious that neither he nor any of his kidney possess a reasonable reply to the statements made therein. No thing is to be gained, how-
ever, by this individual, or anyone else of his convictions, writing such letters to the Press. The writer may be a convinced Nationalist, but he is doing his cause no good by breking into print in such a manner. As a matter of fact, he is doing Nationalism, such as the word is understood here, a deal of harm.

He agrees, for instance, that the Nationalists have broken faith in the Sino-American Pact as regards their failure to evacuate American property, but goes on to say that "such an unfortunate incident" is a trifle in significance! His viewpoint in this connection is typical of that of many of his kind. They would enter into the most solemn promises and treaties and, without the slightest compunction, disregard them a little while after. When tackled on the matter, as we tackled the Nationalists in regard to the Nanking question, these people lightheartedly admit their failure to honour their word and bond, advancing as an excuse that China is not yet ready to abide by any promises made to outsiders. The spirit that prompted Eugene Chen to make and break the Hankow "Agreement" is still abroad in Nationalist circles, as events have proved, and we, speaking of course entirely for ourselves, are not going to say what jolly good fellows the Nationalist are until they do something beyond talking and promising to deserve anything but suspicious watchfulness.

London's "Bombing."

It is, while the "bombing raids" on London are still in progress, somewhat premature to comment upon what may be regarded as the lesson to be derived from them, but it may safely be stated that those responsible for the "raids" are working on right lines. More clearly, as time passes, it is certain that in the air even more than on the land and the sea will be the big fights of the future take place. It may be that for some time to come, with the havoc wrought in the World War still in mind, that war will appeal with less force than it appeared in the past, but he would be optimistic indeed who deluded himself with the belief that leading nations will never again go to war. A country must at least be in a position to defend itself from possible attack, and in these days

It is certain that the attack is more likely to come from the air than from any other quarter. Those nations who are paying close attention to such possibilities do well therefore not only to make their Air Force as powerful as possible but they do better when, as in England at present, they actually anticipate what might take place in the event of attack on a vital spot. The havoc that could be caused by an air raid in these days might easily render practically a "knock-out" blow even to a first class Power. It will therefore be interesting to learn what the experts have to say on the present "raids" on London, as it is only in the light of knowledge thus acquired that progress can be made on scientific lines.

Dr. Wang Chun-hui, Minister of Justice in the Nationalist Government, left for Canton by the a.s. "Tai Shan" last night.

Des Voeux-road Central will be closed to east-bound vehicular traffic as from to-day during alteration to the tramway track.

A Chinese was fined \$7, by Mr. W. Schofield at the Kowloon Magistrate's court yesterday for carrying 105 ducks in two crates thus causing them unnecessary suffering.

H.I.J.M.'s gunboat "Uji" entered Hong Kong harbour this morning when the customary Naval salutes were exchanged. She has been engaged for some time upon patrols on the West River.

Fines of \$5 each were imposed on three Chinese and an European lady residing at No. 335, Kowloon Tong, this morning at the Kowloon Magistrate's court, for allowing their dogs out of doors without muzzles.

The following donations have been gratefully received by the Chairman of the Chinese Mission to Lepers (Hong Kong Auxiliary): China Exhibition \$200; St. Stephen's Girls' College \$100; Hong Kong Football Association \$500.

The body of an unknown Chinese male child, of about one year old, was removed to the Kowloon Mortuary yesterday afternoon, after it had been discovered by the police at No. 10 buoy, Wanchai Bay.

Hoe Tjoei-jeong, a noted communist, who was deported from Java together with eight Chinese male undesirables, committed suicide by jumping overboard of the s.s. "Tijorena," when the vessel was at Junk Bay early yesterday morning.

The forthcoming wedding is announced of Mr. E. J. J. Spradbery, engineer, No. 241 Nathan-road, Kowloon, to Miss P. Spradbery, Rix, No. 146 Maybank-road, South Woodford, England, who is on her way to the Colony by the P. & O. "Morea."

On Aug. 20, the Welcome Studio will move into commodious premises on the 1st floor of No. 17, Queen's-road Central and the present shop in Ice House-street will be vacated. The Welcome will then be in a position to do studio work in addition to outdoor jobs, etc.

Tai Yu-chung, master of the Yu Shing tailor's shop, No. 12, Wellington-street, reported to the police yesterday that a foki named Lo Kai-ming (24) absconded on Tuesday taking with him \$67.50, which he had collected from various customers on behalf of the shop.

Lo Hing, driver of private motor car No. 1066, reported to the police yesterday that whilst he was reversing the car at Tai Hing-street into the Main-street at Shaui-kiwan, it knocked down a 3-year-old Chinese boy named Tao Kau, living at No. 7, Tai Hing-street. The boy was removed in the car to the Government Civil Hospital, where he died some time later.

The offices of the Dollar Steamship Line and the American Mail Line, in new premises in Pedder-building, Pedder-street, were opened this morning after the removal from Hong Kong Bank-building in Des Voeux-road Central. The passenger department is in front, facing the Hong Kong Hotel main entrance with the "tail-pipe" room at the rear and the Chinese department facing Queen's-theatre. Office room is also found for a number of desks upstairs.

The death took place at the Government Civil Hospital yesterday, at the advanced age of 77 years, of Mr. Johann Alexander Straube, an old resident of the Colony who had spent 40 years here. Mr. Straube was for some years a warder at the Victoria Jail, and later held the position of Government Custodian of Recreation Grounds. He was a linguist and could speak six languages fluently. Much sympathy will be felt for Mr. Straube's two daughters. The funeral passes the Monument at 6.15 p.m. to-day.

MISSING JEWELLERY.

MARRIED WOMAN BRINGS CASE TO COURT.

MISSING COMPLAINANT.

This morning at the Kowloon Magistrate's court, a married Chinese woman, residing at No. 3 Peking-road, Kowloon, was before Mr. W. Schofield with the charges of theft of jewellery valued at \$229.50 from complainant, residing at No. 19 Peking-road, Kowloon, and with receiving pieces of jewellery knowing the same to be stolen property.

The defendant was represented by Mr. F. X. d'Almada.

When the case was called the complainant was not present in Court.

Mr. d'Almada remarked on this, and Inspector Ogg, who was in charge of the case, said that he could not explain the absence of the complainant. He asked the magistrate to put the case over for a few minutes.

Mr. d'Almada then stated that in any case he would make an application for a remand.

In roughly outlining the case, Inspector Ogg said that the police had no direct evidence of the theft. The defendant resided at the same house as the complainant, but when the latter's jewellery was missing, the former left the house to stay at No. 3 Peking-road.

Mr. d'Almada applied for bail, which was fixed at \$250.

The Magistrate decided to remand the case till next Wednesday at 2.15 p.m.

In view of the seriousness of the case, a detective was sent to find the complainant, who arrived about half an hour later.

OVER THE BANK.

MOTOR CAR SKIDS ON SHAUKIWAN HILL.

Mr. R. C. Tredwell, Consul-General for the United States, reported to the police by telephone at 2.45 this morning, that at about 2.30 a.m., whilst he was motoring back to town from Shek-O, he passed, at the top of Shaui-kiwan Hill a public motor car which had gone over the bank on the Main-road. The occupants of the car were all Chinese, and no one appeared to have been injured.

In connection with this accident, a report was subsequently received by the police from Cheung Fai, driver of public motor car No. 433. He stated that whilst driving the car on the Stanley-road, above Chaiwan Gap, the car skidded on newly laid sand on the road and went over a bank.

The car was very badly damaged, but Cheung as well as the two Chinese passengers in the car luckily escaped injury.

OUT OF A JOB.

SHIP'S OFFICER SENT TO THE H.O.D.

William Henderson was this morning brought before Major C. Willson, O.B.E., charged with vagrancy, and pleaded "guilty." Sub-Inspector Elston told the Magistrate that Henderson appeared to be a respectable ship's officer who was at present out of a job. Whenever a shipping company should require an officer, the police would be glad to hear from them, but in the meantime the officer suggested that Henderson should be committed to the House of Detention.

The Magistrate made the necessary order of committal to the House.

"A BRAWL."

ASSAULTING A CHINESE CONSTABLE.

After three hearings, the case was concluded before Major C. Willson, O.B.E., yesterday afternoon, in which three firemen and a lift "boy" of the Fire Department were charged with assault on a Chinese constable in a house in Sal-street.

The complainant's case was that he went to the house to ascertain the cause of the blowing of a police whistle, and was assaulted by the defendants.

Mr. M. K. Lo, for the defence, suggested that the affair was nothing but a brawl in a house of ill-repute, and that there was a girl there whom the complainant knew and he was jealous when he found her in defendants' company.

His Worship decided to bind all the parties over to be of future good behaviour.

James Watson, aged 26, seaman, found wearing a prison warder's shirt and boots, which he had stolen from a warder's house, was at Hull sentenced to 12 months' hard labour.

U.S. STOCKMARKET.

"SWEEPING ADVANCE" FOLLOWS CALL-MONEY DROP.

PROMISING REPORTS.

New York, Yesterday.

Coincident with the drop in the call-money rate from 7 to 5½ per cent, there was a wide sweeping advance developed in to-day's stockmarket, speculative favourites climbing rapidly in the afternoon.

Prices rushed up more impressively than at any time in the past months.

To-day's recovery is due not only to the easier money factor but also to the more promising reports on the business situation.

—Reuter's American Service.

AIR ROUTES.

WHAT CANTON IS REPORTED AS DOING.

In order to facilitate communication and transportation by air, a definite scheme has been laid down by the Canton authorities and aerodromes and stations have been selected.

According to reports at hand, the head station has been established at Tai-sha-tow, Canton. In this station, there are no fewer than twenty aeroplanes ready. During these few days vigorous training has been carried out by airmen both in the morning and in the evening.

According to the scheme, four air routes have been selected in different parts of the Province of Kwangtung. The first or western route has four sub-stations, these will be established in Shuihung, Wuchow (an important city on the boundary line between Kwangtung and Kwangsi) Kweihien, and Wai-chow.

The sub-stations on the southern route are Kiangchow (on the island of Hainan), Hoihow (the port of Kiangchow), Pakhoi (a treaty port) and Yeungkong. The eastern route will be established at Swatow, Meishien, and Wai-chow, while the northern route is leading to Shui-kiwan and Nam-yung.

The sub-stations on the Western route and at Kiangchow have now been under construction, and it is hoped that aeroplanes will be sent out to this route and Kiangchow by next month.

WEDDING STOPPED.

LAUNDRY GIRL AND UNDERGRADUATE.

Cambridge. — The story of a frustrated marriage between a Cambridge University undergraduate and a laundry girl, aged 20, was told at Cambridge Police Court when Mabel Doris Harris pleaded guilty to making a false declaration to procure a marriage licence.

Mr. H. J. Parham, who prosecuted, said the girl was the prime mover in the matter, having made up her mind to marry the man.

It was stated that she gave notice to the superintendent registrar, Mr. Jasper Lyon, of her intended marriage to James Libburn, of Pembroke College, who is the son of a shipowner, and whose home is at Earlsferry, Ellie, Fife. She gave both ages as 21 and said he was a bank clerk and she was a commercial clerk.

Mr. Lyon knew that bank clerks are not allowed to marry at 21 and he decided that the girl's signature was not that of a clerk. On the day fixed for the wedding he saw the girl and told her he could not proceed with the marriage.

She admitted that the statement that Libburn had lived at the address given for six months was untrue and that he had been there only two days.

The couple were found in Scotland and the girl was arrested at Edinburgh.

Passed Examinations.

For the defence it was stated that Libburn tried to obtain a marriage licence at Brighton. The girl had exercised an influence for good over him, keeping him away from bad companions.

The young man had now passed the first part of the historical tripos.

Mr. Parham said the young man, who will be 21 in November next, had no money even for himself, and certainly not enough to keep a wife. He suggested that if they did not see each other for a long time the desired result would be brought about.

Binding the girl over for 12 months, the mayor, Alderman J. S. Conder, said the Bench were very concerned that the statement made by the prosecution that she was the principal mover in the matter had not been substantiated by evidence from the young man associated with the case.

Mr. Parham: I understood it was the girl who went to the registrar and took out the licence. If I put it too strongly I am very sorry.

ROSS INSTITUTE.

APPEAL FOR ASSOCIATE MEMBERS.

LOCAL REPRESENTATIVE.

Mrs. Southern states: "I have just consented to be the representative for Hong Kong on the Ladies' Committee of the Ross Institute and I shall be very glad to receive the names of any ladies in the Colony who would care to become Associates and to forward their subscriptions to the Ladies' Committee."

RESEARCH WORK.

An appeal enclosed states:—

The Ross Institute and Hospital for Tropical Diseases, which is situated in beautiful surroundings at Putney Heath, near London, was founded two years ago as a lasting tribute to the work and genius of a great man. Sir Ronald Ross identified the Anopheles Mosquito as the carrier of the malaria parasite, and by this discovery has been the means of bringing health and security to millions in fever-infested regions all over the world. There is no need to tell those who live in the East, of the dangers to life and physical well-being that malaria brings in its train, and it is particularly vital to the British Empire, stretching as it does over vast tropical areas, that the importance of this branch of medical science should be realised.

The Institute has well equipped laboratories, where facilities are given to medical men and others from the tropics, to carry on work for the treatment and prevention of tropical disease. In addition to this, most valuable research on the subject of Cancer—that most dreaded of all diseases among civilised nations—is going steadily forward there. But more laboratories are needed; also additional wards and private rooms for patients. As the work grows and develops, so the need of support grows greater. Donations and subscriptions towards the maintenance and endowment of the Institute will always be most gratefully received, and the Ladies' Committee is anxious to enroll associates, who will contribute a minimum annual subscription of £10, 6, or one minimum payment of £10.10.

Those who help in this way are giving their support to a work of vital importance, not only to the Empire, but to the whole human race.

MR. JOHN MASEFIELD.

Mr. John Masefield writes:—

"When I was a boy, I had a friend from whom I parted in July. In August that friend was in a small barque in a Brazilian yellow fever port. He died of yellow fever with most of his shipmates a few days after his arrival.

In those days, this was a common occurrence in the yellow fever ports. Men made their wills or resigned their souls before they went to them. Sometimes ships would lose their entire crews there, and new crews would be sent to them from England, and the survivors would also die. No man knew how the disease came, nor how it could be cured, or prevented; it was one of the mysteries and one of the terrors of life.

While I was still a boy, I passed some summers in a land where nearly everybody was inconvenienced by mild attacks of malaria during each summer. This, too, was one of the mysteries of life; none knew how the disease came nor how it could be prevented. "It was due," men said, "to bad air from the marshes" (even when there were no marshes).

Then Sir Ronald Ross discovered the part played by the mosquito in conveying the malaria parasite, and instantly the whole vast mystery of tropical disease was made clear. Little remained but to "find the carrier" of the germ of each disease. It was not too much to say that Sir Ronald Ross cut the Panama Canal and made a third of the world habitable.

THREE CITIES.

Not long ago, I visited three cities, each terrible in the past for its yellow fever record. I was in them in the summer, in months when in the old days hundreds would have been dying in every ward, and other thousands shivering with ague.

Sir Ronald Ross had made those cities such as peaceful and as healthy as Bath or Hampstead. This is the greatest thing done in our time by one man.

The nation which produced that man should crown his deed with a living power to make his work not a memory, but a lifting up of life throughout the world.

About ten years before Sir Ronald Ross made his great discovery, he wrote the following lines:—

"In this, O Nature, yield, I pray, to me."

(Continued at foot of next Column.)

CINEMA NOTES.

"13 WASHINGTON SQUARE" AT QUEEN'S.

A MYSTERY THRILLER.

Adapted from the famous novel and stage play of the same name, "13 Washington Square" has been transferred to the screen and will be the main feature of the programme at the Queen's Theatre from to-day to Saturday. "13 Washington Square" is a first class mystery story, liberally sprinkled with thrills and laughs. The more serious part of the picture is enacted with great finesse by Jean Herschell, the famous character actor. The laughs are in the capable hands of Zasu Pitts, who will be remembered for the extremely funny facial expressions she wears when in a fright. Alice Joyce of "Beau Geste" fame, has an important part to play, and George Lewis looks after the love interest with the able help of Helen Foster who is a charming new comer to the screen. "13 Washington Square" is spoken of as being one of the most interesting pictures of the season, and is of a type that should appeal to every type of cinema-goer.

COMEDY AT WORLD.

Directed by Fred Newmayer, the man responsible for many of Harold Lloyd's earlier successes, "The Pottery," a new comedy comes to the World Theatre to-day, to remain the chief attraction there until Saturday. Opening in a typical American home, the story concerns the doings of "Pa" Potter, a pompously ineffectual man, but a good father and husband. As time goes by "Pa" is discovered to be only a hard working stenographer and not an affluent business man as he would have the world believe. Determined to step out of the rut and surprise the family, "Pa" plunges all his savings into oil stock. How he sinks deeper and deeper, only to stagger out and finally vindicate himself provides an amusing story with a surprise climax. W. C. Fields is the leading player and he is supported by Mary Alden, Ivy Harris, Jack Egan and many others.

STRANGE DRAMA AT STAR.

"God Gave Me Twenty Cents," a new picture directed by Herbert Brenon, famous for his work with "Beau Geste" and "Peter Pan," comes to the Star Theatre to-day for a run of three days. The story concerns the lives of three people—a man and two women—who, although wise in the ways of the world, are thrown into a vortex created by life, and are only saved by the faith and trust of one of the women. Two crooked coins play a great part in the lives of the characters in the picture and pass through the hands of each, first, a woman who loves and loses a man because of them, the man himself, and finally his wife, who, believing she has lost her husband's love, prays to God for guidance and receives the same coins. This unusual picture has a strong cast which includes Lois Moran, Jack Mulhall, Lya de Putti and William Collier, Jr. Some of the settings are extremely beautiful, representing New Orleans during the Mardi Gras.

I pace and pace, and think and think, and take

The fevered hands and note down all I see,

That some dim distant light may haply break,

The painful faces ask—"can we not cure?"

We answer, "No, not yet; we seek the laws."

O God! reveal through all this thing obscure

The unseen, small, but million-murdering cause."

ASSOCIATES.

It will be some years before the Executive Committee can reasonably expect to create an adequate endowment fund, and in the meantime a large annual maintenance expenditure must be met if useful work is to be continued.

The objects of the Institute are fourfold:—

(1) To carry on intensive research work in the prevention and treatment of tropical diseases.

(2) To afford facilities to, and assist medical men and others while at home from the tropics to carry out or continue researches on any special subject they may wish to pursue.

(3) To relieve in the hospital and treat sufferers from tropical diseases.

(4) To create more interest in malaria and tropical disease, control work and assist such work in every possible manner.

The Ladies' Committee wishes to raise the necessary amount required for maintenance purposes by means of Associates of the Institute who will contribute a minimum annual subscription of half-a-guinea (or one minimum payment of £10 10s.), by which means other donations will be able to go towards the endowment fund.

Annual reports will be sent to Associates.

HARMONY CLUB.

PLEASING OPENING FUNCTION.

MUSIC AND LIFE.

An enjoyable function was held in the Harmony Club, China Building, last evening to mark the opening of the Club quarters by Dr. S. W. Tso, LL.D., O.B.E. The Harmony Club is a reorganisation of the Chinese Philharmonic Society which was formed last year.

The Club room, tastefully furnished with green and ivory cane furniture and green wall hangings, was crowded from 7.30 p.m. by members and their friends, who drank heartily to the success of the Club after a pleasant little discourse by Dr. Tso on the attitude of Chinese towards music and the great importance of cultivating harmony—in other senses than music. As a memento of the occasion a model piano ash-tray, silver mounted and suitably inscribed, was presented to Dr. Tso, and the gathering then repaired to the more spacious rooms in the same building of the Chinese Compradores' Association, kindly lent for the evening, where dinner for over 60 members and their guests was served. Later, the following concert programme was submitted, followed by a dance which was kept up long after midnight.

Concert Programme.

1. Pianoforte Solo—Mr. Harry Ore.
2. Violin Solo—Miss Neesa Long.
3. Song—Mr. Li Chai Chai.
4. Saxophone Solo—Miss Mina Long.
5. Violin Duet—Messrs. S. B. Tan and H. S. Yung.
6. Recitation—Miss Neesa Long.
7. Song—Mr. Alfred Lee.
8. Pianoforte Solo—Prof. E. Gualdi.

Messrs. Harry Hong Sling and Li Chor Chi the energetic Chairman and Secretary of the Club with their supporting Committee are to be congratulated on the successful debut of their new Club, which certainly promises to be the rendezvous of the artistic section of the Chinese community.

MONEY & SHARES.

TO-DAY'S QUOTATIONS.

On London—	
Bank, wire	2/- 3/4
Bank, on demand	2/- 3/16
Bank, 30 days' sight	
Bank, 4 months' sight	2/- 3/4
Credits, 4 months' sight	2/1 1/2
Documentary 4 months' sight	2/1 1/4
On Paris—	
On demand	124 7/2
Credits, 4 months' sight	132 2/2
On Berlin—	
On demand	
On New York—	
On demand	49
Credits, 60 days' sight	50 1/2
On Bombay—	
Wire	134 1/2
On demand	134 1/2
On Calcutta—	
Wire	134 1/2
On demand	134 1/2
On Singapore—	
On demand	87
On Manila—	
On demand	98 1/2
On Shanghai—	
On demand	76 1/2
30 day's sight (private paper)	
On Yokohama—	
On demand	108 1/4
Gold Leaf, 100 fine (per tael)	
Sovereigns (Bank's buying rate)	9.60
Silver (per oz.)	27 1/4
Bar Silver in Hong Kong	
Kong	4 1/2% prem.
Chinese Copper Cash nom.	
Chinese Copper Cents 6% prem	
Rate of Native interest	7% p.a.
Chinese Sub. Coin	29% dis.
Hong Kong Sub. Coin Par.	

LONDON EXCHANGES.

London, Yesterday.	
Paris	124.25
New York	4.85 9/32
Brussels	34.00
Genoa	25.21
Amsterdam	12.105
Milan	92.80
Berlin	23.37
Stockholm	18.13
Copenhagen	18.13
Oslo	18.19
Vienna	34.405
Prague	163 1/4
Helsingfors	193
Madrid	29.105
Lisbon	2 1/4
Athens	375
Bucharest	797 1/2
Rio	5 29/32
Buenos Aires	47 13/32
Bombay	1/5 29/32
Shanghai	2/7 1/2
Hong Kong	2/0 3/4
Yokohama	1/10 1/4
Silver Spot	27 1/4
Silver Forward	27 3/16

—British Wireless Service.

Shadows Before

COMING EVENTS ANNOUNCED IN THE "MAIL."

To-day—Queen's Theatre; "13 Washington Square."
To-day—Star Theatre; "God Gave Me Twenty Cents."

To-day—World Theatre; "The Pottery."

August 17—Promenade Concert at Volunteer Parade Ground 9.15 p.m.

August 19—Return engagement of the famous juvenile dancers, Miss Cherie Valentine and Miss Tomasita Birdwell at Queen's Theatre, 9.20 p.m.

August 21—World Theatre; Charlie Chaplin in "The Circus."

Lammert's Auction.

August 18—At Sales Room, Dudley St., miscellaneous goods and electrical fittings, 10.30 a.m.

Land Sales.

August 20—At P. W. D. Offices, Crown lands at Shamshui, and Mong Kok Tsui, 3 p.m.

Meeting.

To-day—Marine Engineers' Guild meeting at 67 Des Voeux Rd., 6 p.m.

Sport.

August 21—Royal Navy night fete at V. R. C. 9 p.m.

August 24—H.K.V.D.C. aquatic sports at Victoria Recreation Club, 9 p.m.

Miscellaneous.

August 29—Second Moonlight picnic of St. Peter's Y. M. Club.

September 14—H.K.V.D.C. (Machine Gun Company) dinner, Headquarters, 8 p.m.

Alice Memorial and Affiliated Hospitals.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the fund for furniture of the new Alice Memorial Hospital Building.

Per Dr. S. W. Tso:—	
Mrs. Kan Au-shi	\$500
Mr. Fung Ping-shan	100
Mr. Li Yau-chuen	50
Mr. Li Jowoon Son	50
Mr. Li Hoi-tung	50
Mr. Wong Kwong-tin	50
Mr. B. Wong Tape	50
The Bank of East Asia	50
Dr. S. W. Tso, LL.D.	50
Mr. Lai Yuet-chun	25
Mr. Wong Oi-ku	25
The Hong Nin Savings Bank	20
Total	\$1,020

QUEEN'S THEATRE

Additional Attraction

Nightly at 9.20

COMMENCING

SUNDAY, AUG. 19th

RETURN ENGAGEMENT

OF

FAMOUS JUVENILE DANCERS

MISS

CHERIE VALENTINE

AND

M'SS

TOMASITA BIRDWELL

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MODERN AND ECCENTRIC

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Trimm Home Speaker model 125.
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Utah Unit.
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H.M.S. "YORK."

THE NEWEST BRITISH
WARSHIP.

LAUNCHED BY DUCHESS.

Jarrow-on-Tyne.—The town was gaily decked with the white roses of York when the Duchess of York launched Britain's newest warship, the cruiser "York."

She named the cruiser and then pressed a button which set the vessel moving down the slips at the yard of Palmers Shipbuilding and Iron Company, Ltd. She leaned over the rail of the launching platform to wave to the group of overall-clad men on the cruiser's deck—men who had helped to make the ship.

"York" has a length of 575ft. and a displacement of 8,400 tons.

The Duke and Duchess before the launching ceremony examined the engines that will be fitted into the new ship. A volume, containing an address of welcome, the work of a number of Jarrow women, was presented to the Duchess. She was quick to note that the cover was decorated with a white rose design and expressed her appreciation. She was presented after the ceremony with a diamond brooch.

LIVELY LORDS.

OUTBURST BY LORD
BIRKENHEAD.

ATTACKS BRICKMASTER.

A debate in the House of Lords recently was notable for a remarkable tirade against Lord Buckmaster uttered by Lord Birkenhead. The measure under discussion was Lord Balfour of Burleigh's Liquor (Disinterested Management and Ownership) Bill, and Lord Buckmaster had condemned the existing management of many public-houses.

Lord Birkenhead said: "I was interested in the noble lord's personal perambulations of the Metropolis. The noble lord happened to be in the neighbourhood of two wretched public-houses full of disorderly people. Every man chooses his own evening promenade. I have not happened to find myself in such a neighbourhood recently."

"I hope the noble lord will make representations to the licensing justices of what he saw and why he saw it. I cannot think the noble lord contributes very much by throwing a lurid light upon what, after all, must be only an episode in his life."

"I should have thought more highly of the noble lord's contribution to the debate," he concluded, referring again to Lord Buckmaster. "If he had added something about the clubs to which the Liberal Party have given their cordial support throughout these years."

"Surely drinking is at least as bad in a Liberal club as in a public-house."

"A Far Greater Evil."

"In all the years I have been associated with the noble lord in Parliament, and in all his eloquent speeches under which I have suffered, in which he has inveighed against the public-house, I never heard him say one single word by which he pointed to an evil as great, and probably far greater, the evil caused by the multiplication of clubs which even the indefatigable Home Secretary is unable to deal with, and in connection with which the mother-in-law of two members of your lordships' House recently incurred the public censure of the courts."

Lord Birkenhead's reference to the case of Mrs. Merrick, who was recently sentenced to a term of imprisonment for managing a West End club at which liquor was illegally sold, was received by their lordships with laughter. One of Mrs. Merrick's sons-in-law—the young Lord de Clifford—was sitting behind Lord Birkenhead.



A new picture of Dwight Morrow, American Ambassador to Mexico. Mr. Morrow has done much to cement the friendship between the United States and Mexico.

MR. JONESCO WINS.

"PUBLIC SERVICE IN FIGHTING THE ACTION."

Without calling upon Sir Henry Slesser, K.C., for Mr. Jonesco, the judge gave judgment for defendant at the resumed hearing of this case.

Mr. Norman Harry Beard, of Aquinas-street, Waterloo, had brought an action against Mr. Barbu Jonesco, who was Prince Carol's host recently, seeking £150 under a declaration that he had a quarter-share in four racehorses which Mr. Jonesco sold.

Alternatively, he claimed a declaration that he was a partner with Mr. Jonesco in the business of buying, selling, training, and racing racehorses. Finally, he claimed that he was entitled to £250 for two racehorses which he had sold to Mr. Jonesco.

Mr. Jonesco denied any partnership, or that anything was owing on a sale.

A Man of Wealth.
Mr. Barbu Jonesco, cross-examined by Mr. J. P. Eddy (for Mr. Beard), said that he was a man of wealth. He controlled £600,000 of capital, adding that his money was in factories and various industrial concerns.

Giving judgment for Mr. Jonesco, Mr. Justice Maughan said that where the evidence of Mr. Beard and Mr. Jonesco conflicted he had no hesitation in accepting that of Mr. Jonesco. Mr. Beard's story was wholly inconsistent, and there appeared to be no inducement for Mr. Jonesco to defeat the ends of justice by drawing up a bogus document such as Mr. Beard suggested that he had done.

He thought that Mr. Beard, in putting his claim forward, was making a strong calculation that Mr. Jonesco, knowing that the plaintiff was an impecunious man, would think it cheaper to pay some part of the claim than win an action for which he would never recover his costs. Mr. Jonesco had done a public service in fighting the action, and the action would be dismissed with costs.

Charles Wardlaw, aged 51, whose death sentence at Manchester in 1916 was commuted to penal servitude for life, has died in Parkhurst Prison, Isle of Wight.

James McKay, a pageboy, accidentally stepped into the well of a lift at the Hotel Metropole, Brighton, and was killed.

STREET MURDER.

MOTOR-CAR RAKED BY
BROADSIDES.

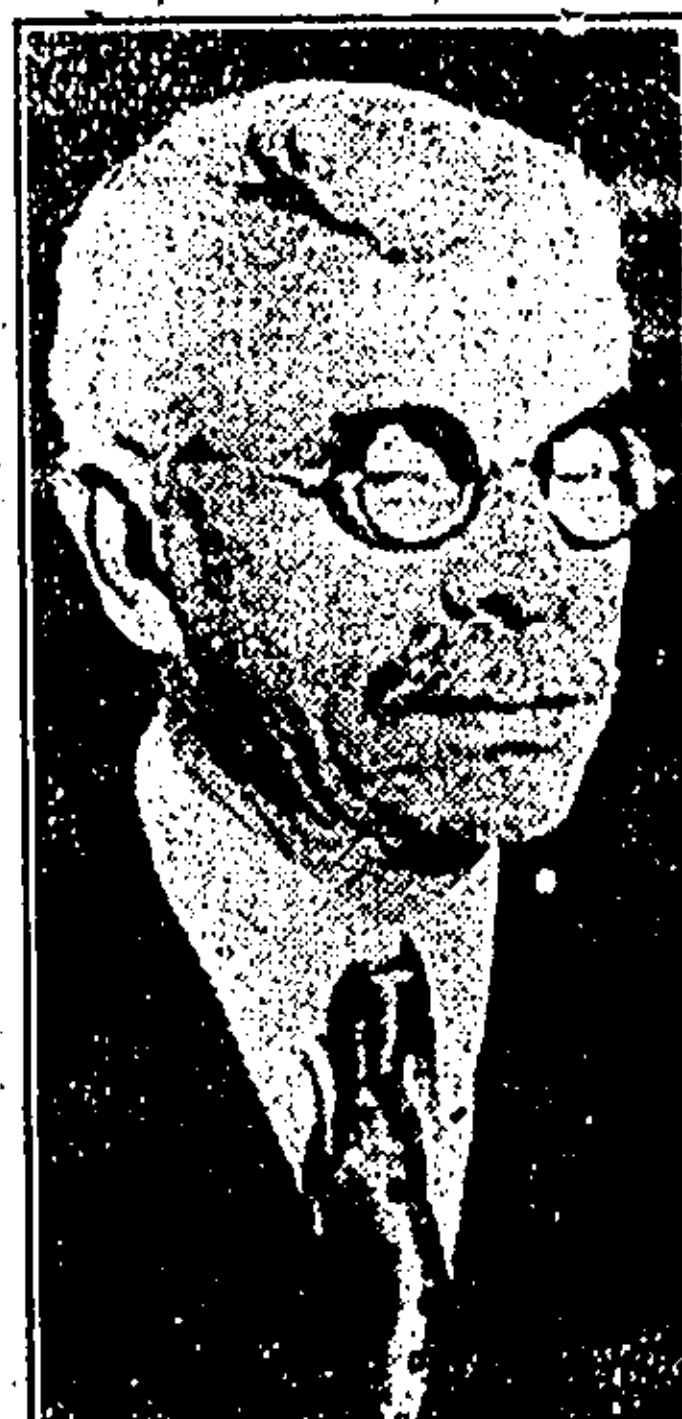
EXCITING AFFAIR.

New York.—The Sabbath quiet of Brooklyn-street, lined with trees and flowers, was broken by another savage murder committed in full view of family parties seated on their verandahs enjoying the warm afternoon.

Frank Yale, at one time prominent in Chicago's underworld, was living in Brooklyn, New York, with his wife and two young daughters. He left home in his blue sedan dressed as he always has been, in the latest style, with diamonds flashing from his fingers and scarf-pin. For safety he kept to the middle of the road—a precaution that has saved his life on other occasions.

Passers-by noticed a black sedan following the blue one, but thought nothing of the incident until suddenly the heavy detonation of shot-guns disturbed the quietness of the street.

A hail of lead took out the windscreen of Yale's car, but the driver pressed the accelerator. Another raking broadside, however, struck his elegant car. It swayed unsteadily and ran to-



Brute, Wis.—Rev. John Taylor, who leads a flock and shows the way to righteousness—in spite of his blindness. He is the pastor of the First and only Congregational Church here, where President and Mrs. Coolidge will attend the services during their summer in the Wisconsin lakes country.

wards the kerb as the black car swung past it, the occupants now sure that their job was done. The blue sedan knocked down a tree and rolled through the hedge until brought to a halt against the brick wall of a suburban house.

Known to Police.

At the porch the owner and his family were drinking their after-dinner coffee. They hurried down and peered into the damaged car. They drew away hastily, for Yale lay stretched over the wheel with the back of his head shot away.

Many people gathered round the dead man and presently his nephew came along. His comment was, "He was a good man who gave much money to the poor." The police, however, have been in touch with Yale since 1912, for he was believed to be ready for any job which provided quick and easy money. "Scarface" Capone, of Chicago, was among his friends.

It is only three weeks ago that another man was shot dead in a motor-car in one of New York's busiest streets, the murderers escaping.

HONG KONG HOTEL VISITORS.

August 13, 1928.

Mr. I. Aubeck.

Messrs. Leo A. Blok, Setero Baluyot.

Mr. J. M. Dyer.

Mr. K. H. Evans.

Mr. S. J. Fuller.

Mr. K. Gronhe.

Messrs. A. F. Henry, C. Helario, Gladly Hight.

Mr. S. F. Kirkland.

Messrs. R. A. Lewis, M. Lontok.

Mr. and Mrs. T. P. Mangan, Lt. A. Moura, Messrs. J. M. Major, G. N. de Man.

Mr. J. H. Nesmith.

Mr. S. de Ossa.

Messrs. J. Ross, J. Rosenthal.

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A WEEK'S PAPERS IN ONE

"OVERLAND CHINA MAIL"
ILLUSTRATED.

CHINA NEWS, LOCAL NEWS
AND ALL THE NEWS

SEND IT HOME!

Mr. "Putnam Weale's" investigations on the spot have led to revelations of absorbing interest about the assassination of Marshal Chang Tso-lin in Mukden, the home-capital of the former Manchurian Emperors of China. Apart from his references to the sinister secret societies which have existed for years, an amazing narrative has been provided for the "OVERLAND CHINA MAIL," the only illustrated weekly summary of China and local news published in Hong Kong. It only because of his accusation against "certain people in the Japanese Army" for having helped the murderers, the writer has caused a deep stir in political circles. In short, the story, reproduced by the "Overland" in extenso, is of the type that will provide welcome reading in all parts of the world, coming as it does from the romantic East.

Large numbers of "oversea weekly" editions of Home papers come to Hong Kong because people here do not wish to lose touch with the Old Country. Similarly, do you not think, Hong Kong-ites or former residents in other parts of the world always like to hear about events out there. Keep your friends, folks and business connections well posted. You can do so by sending the "Overland." This week there has been much of local and topical importance, such as the preparations for the International Grand Taitoo, the piracy scare on the British s.s. "Tea," recalling the "Jervis Bay" episode which surprised more than one continent; the visit of Chinese and Philippine notables, the death of a former high official, etc.

As usual, the features in the "Overland" deal comprehensively with matters of wide scope. What the Nationalists are doing, after having signed the Nanking Incident Settlement with Britain (the full text with relevant notes have been included and should be kept all for reference), is told, with possible bearing on Hong Kong and South China conditions. An expert review of China's Commercial Treaties, also articles on the political, faction and clique intrigue, Sino-Japanese relations, the visit of the Danish Minister—the first foreign diplomat—to Nanking, are among the "Overland's" contents too numerous to mention.

Send a copy Home. The appreciation you will get in return will prove our claim that it is worth your while, during your stay here, to do so.

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Sport Columns

TENNIS.

ANOTHER WIN FOR THE CHINESE.

CHINESE ATHLETIC CLUB.

The Chinese Athletic Club I. beat the S.C.A.A. in the latter's courts yesterday in a "C" Division match by 39 games. Details:—

Ma Chiu-chong and Ng Shu-kwan (S.C.A.A.):—
lost to Cheng Chi-wing and Chau Wah-po 4-7
lost to Lau Man-kwong and Chiu Tsun-chiu 3-8
lost to Ip Kau and Lo Man-hin 3-8
Chau Chun-sang and Ko Chai-wang (S.C.A.A.):—
lost to Cheng Chi-wing and Chau Wah-po 2-9
lost to Lau Man-kwong and Chiu Tsun-chiu 3-8
lost to Ip Kau and Lo Man-hin 4-7

Cho Chung-yan and Tsang Chung-min (S.C.A.A.):—

lost to Cheng Chi-wing and Chau Wah-po 3-8
lost to Lau Man-kwong and Chiu Tsun-chiu 4-7
lost to Ip Kau and Lo Man-hin 4-7

Total: S.C.A.A. 30, Chinese R.C. 69.

K.C.C. LOSE.

The K.C.C., playing at home, lost to the University in a Second Division game by 34 to 65. Details:—
C. J. Tacchi and A. J. Kew (K.C.C.):—
lost to G. de Souza and J. Barrow 2-9
lost to L. Oppenheim and T. K. Tan 5-6
lost to T. L. Lu and G. E. Yeoh 2-9

W. Brown and J. S. Smith (K.C.C.):—
lost to G. de Souza and J. Barrow 3-8
lost to L. Oppenheim and T. K. Tan 6-5
lost to T. L. Lu and G. E. Yeoh 4-7

W. Jack and J. Hurst (K.C.C.):—
lost to G. de Souza and J. Barrow 4-7
lost to L. Oppenheim and T. K. Tan 5-6
lost to T. L. Lu and G. E. Yeoh 2-8

Total: Kowloon C.C. 34, University 65.

CIVIL SERVICE WIN.

At Happy Valley, Civil Service Cricket Club added another victory to their list by defeating Indian Recreation Club by 29 games. Scores:—

W. H. Owen and R. F. Jones (C.S.C.):—
beat A. Rahmin and A. S. Suffad 7-4
beat M. Hassan and Y. J. Khan 6-5
beat M. P. Madar and M. Y. Adal 7-4

A. White and R. White (C.S.C.):—
beat A. Rahmin and A. S. Suffad 7-4
beat M. Hassan and Y. J. Khan 9-2
beat M. P. Madar and M. Y. Adal 9-2

C. R. Spithey and J. Randall (C.S.C.):—
beat A. Rahmin and A. S. Suffad 8-3
beat M. Hassan and Y. J. Khan 6-5
lost to M. P. Madar and M. Y. Adal 5-6

Total: Civil Service Cricket Club 64 games, Indian Recreation Club 35 games.

BASEBALL.

SHANGHAI TROUCE LOCAL TEAM.

SIX RUNS TO TWO.

The Shanghai Interport baseballers had no difficulty in defeating a local aggregation at Happy Valley yesterday, winning by 6 runs to two.

The following were the line-ups and scores:—
Shanghai: rf. Owen Hughes, 2b. Sling, 1b. Muccio, 3b. Zafra, c. Hachiuma, ss. Murata, 1b. T. Leonard, 3b. Proulx, cf. Kusano.
Scores by Innings:—
Hong Kong: 1 2 3 4 5 6 7 Total
Shanghai: 0 2 0 0 0 0 2
Shanghai: 2 0 0 0 3 1 - 6
To-morrow the visitors play the U.S. Navy.

NIGHT FETE.

NAVY PROGRAMME AT THE V.R.C.

ON TUESDAY NEXT.

A Royal Navy night fete will take place at the V.R.C. on Tuesday next, commencing at 9 p.m. The programme is:—

1.—Invitation Team Race:—8 men from each ship or unit (four teams), 2 lengths each man.
2.—Navy Team Race:—4 men from each ship, 2 lengths each man.
3.—100 Yards Free Style Scratch Race:—Open to men of the Royal Navy.
4.—220 Yards Free Style Scratch Race:—Open to officers and men of the Royal Navy.
5.—Team Race:—Open to V.R.C. members.
Two teams of 6 men aside each man to swim 2 lengths.
6.—Water Polo Match (League match), Royal Navy v. Queen's Regt.
H.M. Ships "Kent," "Berwick," "Castor" and "Tamar" will be represented in the team races. Dancing will follow the sports.

SUPER CHASER.

PROFESSOR PRODUCES A RACE HORSE.

DR. VORONOFF.

Paris, July 2.

A sensation has been caused among racing men in Paris by a claim made by Dr. Voronoff at Lisbon yesterday that the victory of M. Arthur Veil-Picard's four-year-old, Don Zuniga, in the Grand Hurdle Race at Auteuil on June 20, when he beat two English horses, Bayford and Bachanale, was due to a gland-grafting operation he had performed on the horse when it was a yearling.

"I am happy to confirm Dr. Voronoff's announcement, for I assisted him with the operation," said Professor Gabriel Petit, a distinguished member of the French Academy of Medicine, and a veterinary expert.

"I am also convinced that the operation is largely responsible for Don Zuniga's speed and strength; in fact, I think it has made a super-horse out of him. I would prefer to point to twenty-five champions rather than one to prove the advantage of the Voronoff operation for racehorses, but nevertheless I think that this case proves that we can breed a better race of horses by adding another gland.

Transformed.
"When he was a yearling Don Zuniga did not show much class, and there was no reason to believe that he would make an unusually fast horse. He was completely transformed by the operation, and has been showing remarkable speed in the past few months."

Don Zuniga's performance caused great surprise at the time, for he did the 5,000 metres and twenty-two hurdles in the excellent time of five minutes forty-four seconds, although he only won the race by a neck. It was the fastest time ever made in this race.

"I would like to emphasise," added Professor Petit, "that the operation was not performed on this horse because he was becoming infirm, but when he was quite young and vigorous. The Voronoff operation is not only useful, both in the case of men and animals, to revitalize worn-out organs but to stimulate healthy young ones. Dr. Voronoff is actually looking for boys now, as he believes there is more chance of making geniuses out of them than by trying to rejuvenate old people."

THE "ASHES."

AUSTRALIA'S NEXT BID FOR HONOURS.

BOWLING POINTS.

Before the Sheffield Shield, critics in Australia bemoaned the fact that there were no bowlers in the country; but with the Interstate matches concluded, the same critics wrote in more optimistic vein. They held that the Shield tournament had brought forth at least four, if not five bowlers, who will be able to prevent England putting up mammoth scores.

Personally, writing from an Australian viewpoint, I cannot see any real signs for optimism, but probably were I Australian born, I should be loyal in backing up Australia's chances, writes an Australian Cricket correspondent.

One thing to be appreciated in the Commonwealth is the fighting spirit of its people. Unlike English people, they do not look on the black side of everything. For instance, sport writers cannot for the life of them understand why certain critics in London had a fit of the blues, following the M.C.C. failure to beat South Africa. Such depressing comment is cabled out here, and needless to say, it tends to strengthen the morale in Australia's camp.

Your pessimism means optimism in this country, for let it be known that despite the supposed coming to light of good bowling talent, Australia is not bubbling over with confidence as regards the outcome of the Tests. On the other hand, with England's own critics writing despairingly of their own Test talent, which we in this country consider is a sure way of undermining the confidence of your players, and on the other hand, giving renewed vigour and life to our men, we now feel more hopeful of success.

THE FIVE BOWLERS.

My own opinion is that whilst Australia has now more justification for her belief in the beating of England, I do not think she can succeed, for the bowlers who have come to light are not, after all, up to Australia's high Test standard. For instance, because Gregory got Ponsford's wicket in the Sheffield Shield match, and sent down five or six overs reminiscent of his best days, many writers have rushed to the conclusion that "J.M." is still a big force, but the fact is lost sight of that Gregory lost all his pace after the fifth over.

Cool headed critics observed this, but there were others who vowed that Gregory was as good as ever. This, however, is not the case. Nevertheless the popular N.S.W. speed merchant is sure to go into the side, for even though he may not succeed as a bowler against such steady batsmen as Hobbs, Sutcliffe, Percy Holmes, Ernie Tydesley, and Jardine, he will earn his place in the side for his wonderful slip fielding.

Blackie, the Victorian, who is nearer 60 years of age than 40, looks to be assured of his place in the first Test. W. A. Oldfield, the N.S.W. wicket-keeper, and Ponsford, the Victorian, who will be in the team, are strongly in favour of the Victorian veteran and certainly on his season's figures he is entitled to his place. Nevertheless, I cannot see him causing the Englishmen a great deal of worry in matches in which there is no hurry to force a win.

TIING THEM DOWN.

Blackie may be able to tie batsmen down, but he is not of the Malley type; he does not tempt batsmen to hit. I should liken him to Alec Kennedy. Against reckless batsmen, Blackie is just the type to cause a collapse, but against solid batsmen, who watch the ball on to the bat, I am inclined to the belief that he will play them in.

True, Blackie turns seductively on a worn wicket, and his ability to flight the ball is one of the main features of his attack. From what I saw of him in the Shield match against N.S.W. I do not think he is the bowler to go through a side. On Australian wickets I would put more faith in Grimmett, who is certain to be included in the side. Whilst the South Australian has been pretty expensive—this because in his Interstate side he has had little help from the other end—English batsmen have need to fear him.

BEST ALL-ROUNDER.

The fourth bowler is likely to be R. Oxenham, the Queenslander, who is probably the best all-rounder in Australia to-day. Of medium pace, Oxenham keeps a perfect line, and no batsman dare take the slightest liberty with him. Ponsford would include Ironmonger, of Victoria, in his side, but I question whether Australia can afford to carry another bowler, especially in view of the fact that Ironmonger is no batsman. What is more, he is a very poor field. I have given you Australia's Test bowlers for the matches with

IRISH GAMES.

AMERICAN'S RECORD FOR MARATHON.

SHORT COURSE?

Dublin, Yesterday.
The Marathon Race in the Taoiseann games was won by Jole Ray (U.S.A.).

Steyler (S. Africa) was second and Adams (Scotland), third. Time: 2 hours 31 min. 25.2/5 seconds. This is a world record, but it is stated that the course is considerably shorter than the standard one of 26 miles 385 yards.—Reuter.

WATER POLO.

The Victoria Recreation Club "E" water polo team beat the Queen's Regt. by 3 goals to one last evening. Victor and Gittings (2) scored for the Club.
The Club "A" team on Tuesday beat the K.O.S.B. Regiment by two goals to nil.

England; at least the four bowlers, Grimmett, Black, Oxenham, and Gregory are reckoned to be certainties by the experts, who include may old Test players. There is a youngster in L. aBeckett, of Victoria, who, however, should walk into the team. Only his youth prevents him from inclusion.

Despite his youth, however, I reckon he is to-day Australia's best bowler, and if Australia do not eventually play him, which I think they will, for I cannot see Blackie, Grimmett, Gregory, and Oxenham, getting rid of England's batsmen very easily, I shall be surprised.

Of medium pace, aBeckett, unlike most modern bowlers, does not bowl off the wicket, but keeps pegging away at the stumps all the time. He is the most promising young bowler I have seen for years, and I should put him ahead of Blackie, Oxenham, and Gregory, as a bowler to be feared. Despite his youthfulness, he would certainly go into my side if I had the selecting of it.

COMPARISONS.

Comparing Australia's attack with that which will probably represent England, I should say that England holds the whip hand. I have seen all England's probabilities, with the exception of Larwood, and comparing the bowlers at England's command with those we have in Australia, I should certainly pin more faith in a trio of the calibre of Tate, Larwood, and Geary than in Gregory, Grimmett, and Blackie, on whom Australia will be relying to dismiss England.

Oldfield, the famous Australian wicket-keeper, thinks, that providing Larwood is fit, he will be even more successful in Australia than in England. "Gregory will open our attack with the new ball," adds Oldfield, "but we are sadly in need of a medium-paced bowler to open at the other end, as will Tate for England."

I need not dwell on Australia's batting talent. The country seems to be rich in run getters. Ponsford and Woodfull are sure to open, with Hendry in first wicket down, followed by Ryder. New South Wales is sure to be represented by Alan Kippax, one of the soundest bats in the country, and a player who has a big heart.

In addition, Australia can also look to Vic Richardson, R. Oxenham, and Gregory to stand up to England's bowlers, so that we can reckon the Commonwealth is strong in batting down to the fall of the eighth wicket, with Grimmett and Oldfield probably proving themselves a stumbling block should there be a desperate need for runs.

ENGLAND SHOULD NOT FAIL.

I do not expect England's bowlers to get rid of Australia for small scores, but on the other hand, from what I have seen of the bowlers of the two countries, I must confess that England's representatives look more dangerous than those Australia will be relying upon. To be candid, I do not think the attack Australia will be relying upon is up to international standard. I cannot see it getting rid of England as cheaply as I can see England's bowlers dismissing Australia. Where Australia will score is in confidence. Our players are never beaten, and what is more, our press does not get the "blues."

Australia does not about its weaknesses from the housepots, the critics generally wait until after the battle is over and then they bring up the big guns. If, however, I were an Australian, I should be inclined to fear the outcome with England. In a nutshell, because of the dearth of outstanding bowlers, which must be apparent to old judges of the game, I cannot see England losing her grip of the "Ashes." Australia is in low water as regards bowlers—there is no doubt about this—and Test matches cannot be won with run getters alone.

THE SHARE MARKET.

Stock	Hong Kong	Stock	Exchange
T.T. on London	2 1/4		
T.T. on Shanghai	76 1/4		
Banks			
Hongkong Bank	\$1080	b	1000
do. Lon. Reg.	\$189 1/4	n	
Chartered Bank	\$224	b	
Mercantile A. & R.	\$236	n	
do. C.	\$14 1/4	n	
P. & O. Bank	\$9 1/4	n	
Bank of East Asia	\$77	b	
Insurance			
Canton Insurance	\$985	n	
Union Insurance	\$363	n	
North China Insurance	\$146	n	
Yangtze Insurance	\$950	n	
China Underwriters	\$8 1/4	n	
China Fire Insurance	\$260	b	
H.K. Fire Insurance	\$760	b	
Shipping			
Douglas	\$38 1/4	n	
H.K. Steamboats	\$27 1/4	n	
H.K. Tugs & Lighters	\$2	n	
Indo-China (Freight)	\$70	n	
Shell Transport	\$105	n	
Water-boat	\$20 1/4	b	
Mining			
Benguet	\$2	b	
Kailan Mining Ad.	\$11	a	
Langkate (Combined)	\$11	a	
do. (Single)	\$11	a	
Shanghai Explorations	\$24 1/2	n	
Shanghai Loans	\$74 1/4	n	
Rauha	\$4 1/4	n	
Troch Mines	\$17 1/2	n	
Docks, Wharves, Godowns, &c.			
H.K. & K. Wharves	\$183 1/4	b	
H.K. & W. Docks	\$38	n	
China Provident	\$10 1/4	b	
Hongkong	\$110	n	
New Engineering	\$5	n	
Shanghai Docks	\$100	n	
Cotton Mills			
Ewo Cottons	\$8 1/4	b	
Oriental Cottons	\$12	b	
Shai Cottons (Old)	\$7 1/4	n	
do. (new)	\$7 1/4	n	
Lands, Hotels & Bldgs.			
H.K. & S. Hotels	\$8 1/2	n	
Hongkong Lands	\$67 1/4	n	
Shanghai Lands	\$113	n	
Sunbrey Estates	\$14 1/2	b	
Hongkong Realities	\$7 1/4	n	
H.K. Territorial			
Princes Buildings			
Public Utilities			
H.K. Tramways	\$24 1/2	b	
Peak Tram (old)	\$13	n	
do. (new)	\$8	n	
Star Ferris	\$64 1/4	n	
China Lights (comb.)			
do. (old)	\$11 1/2	n	
do. (new)	\$11 1/2	n	
do. 1928 issue	\$11 1/2	n	
H.K. Electric	\$50 1/4	n	
Electric (new)	\$49 1/4	n	
Macao Electric	\$28 1/2	n	
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China Buses	\$11	n	
Singapore Tractions	\$9 1/2	n	
do. Pref.	\$17 1/2	n	
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H.K. Constructions	\$14 1/2	n	
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K. Govt. Loans	6% Prem.	b	



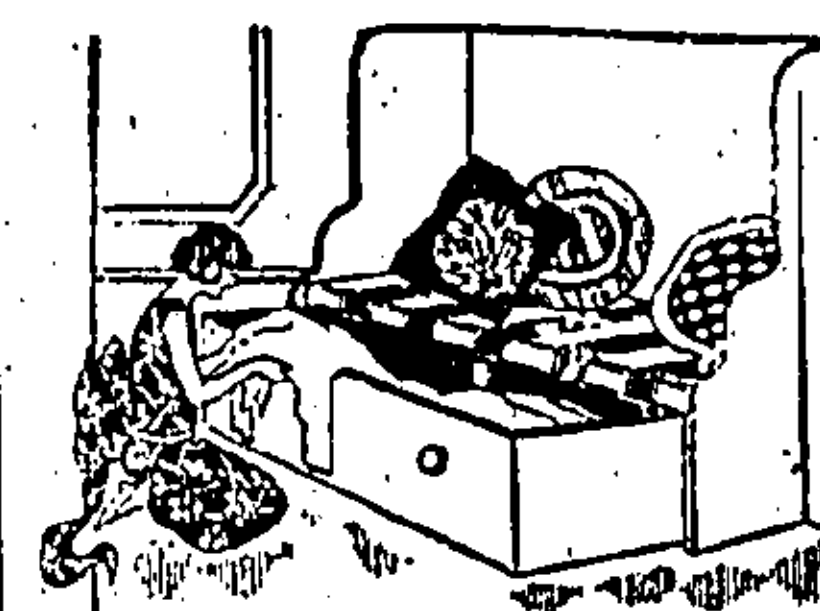
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WALTER O'KEEFE

THE MOTORISTS' PAGE

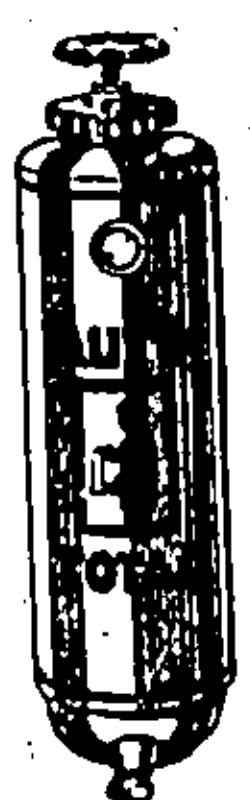
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CHINA MARKET.

NEW PROSPECTS IN VIEW.

ROAD SCHEMES.

Shanghai, July 11.
China allegedly unified as a result of the Nationalist successes and the capture of Peking and teeming with reconstruction programmes, prominent among which is road building, is being watched by American motor car manufacturers as a potential major foreign market for their products.
The Nationalists had hardly more than hoisted their flag in Peking and declared the country under one government than a representative of the American National Automobile Chamber of Commerce appeared on the scene with good roads literature and scientific specifications and began talking good roads as a means to a stronger government, a more closely united people and the way to economic prosperity.

This American motor car propagandist, Walton Schmidt of the National Automobile Chamber, found a fertile field in which to plant his good roads enthusiasm. Virtually all major officials in the Nanking government are ardent enthusiasts for reconstruction and all profess to believe that good roads comprise one avenue to their goal. So impressed was Dr. C. T. Wang, Nationalist Minister for Foreign Affairs, with Mr. Schmidt's mission of good roads that he unofficially sponsored the American while he was in China and arranged numerous meetings with government officials that they might learn more of the advantages of good roads and the strides America has made in this endeavour.

FEW CARS IN CHINA.

China, with few roads and fewer motor cars, is indeed a potential market for road builders and motor car makers. Several stretches of motor highway have been built during recent years in various provinces, mainly for the benefit of the military leaders in those areas who use the highways for troop transportation and toll roads when they are not exclusively needed for military purposes. But the vast rolling interior of China is virtually without a road.

It is in this area that the newly established Nationalist government professes to be desirous of building roads, to bring its people in closer touch and, no less important, to give its thousands of demobilised soldiers an occupation.

China is faced with the problem of what to do with its soldiers and building roads has been accepted by the government as the solution of their disposal. Dr. C. T. Wang has hopes his government will immediately launch into highway construction, thereby laying the foundation for genuine reconstruction and unquestioned unification of the Chinese people.

PROGRAMME PLANNED.

Dr. Wang is of the belief that a striking road programme should be announced to gain the attention of the world that the Nationalist government is sincere in its professions that it is working for the good of the Chinese people. Although believing it to be a colossal task, Dr. Wang has suggested to his government that it sanction a road project seeking the construction of a motor highway from Nanking, on the south shore of the Yangtze river, to Peking a distance of approximately 1,000 miles traversing parts of the provinces of Kiangsu, Anhwei, Shantung and Chihli. The Foreign Minister believes such a project would not only provide labour for the unused soldier battalions, but would be the corner stone of the future highway system of China and a unified country and people.

Such projects are receiving the utmost support of the American automotive interests through their national chamber of commerce. Mr. Schmidt during his visit to Shanghai, not only convinced the Nationalist officials of the economic advantages of motor highways but outlined for them in detail projects of construction covering various parts of China.

MAIL CAMPAIGN STARTED.

The Nationalist government has attempted to carry on the work as introduced to it by this American road enthusiast. Its officials have entered into a good roads campaign by mail, sending their literature to officials in every province of China south of the Great Wall, urging local road building programmes that in time may be linked up with a National undertaking, such as the proposed Nanking to Peking highway.

ITALY TO BRAZIL.

BIG OCEAN FLIGHT ACCOMPLISHED.

FIAT ENGINE.

The great trans-oceanic flight from Italy to Brazil is an accomplished fact. Italy, the last to enter the field of trans-Atlantic flight, can justly claim first place with this wonderful feat, undoubtedly the most spectacular ocean flight made to date.

After the many disasters that have frustrated the numerous attempts hitherto made to fly from Europe to America, an Italian aeroplane makes a single non-stop flight to Genibabu in Brazil, covering the record distance of approximately 4,700 miles in 51 hours, with a total load of 14,960 lbs (over six and a half tons).

4,700 Miles in a Single Flight:
Previous distances are as follows:

	miles
Lindbergh	3,614
Chamberlin	3,902
Byrd	3,788
Bremen	2,111

14,960 Lbs Load: Previous loads carried were as follows:

	lbs.
Lindbergh	5,027
Chamberlin	5,236
Byrd	13,968
Bremen	8,140

51 Hours Continuous Flight: Previous times were as follows:

	hours.
Lindbergh	33
Chamberlin	43
Byrd	45
Bremen	33 1/2

New Records.

These figures show that Italy has set up three new records:

- (a) distance flown
- (b) duration of flight
- (c) load carried.

The "S. 64" used for the flight was powered by a Fiat model A. 22, T. 550 HP. engine, the same engine with which last month at Rome, the same pilots beat the world's duration and distance on closed circuit records.

In the space of a few days the same engine, put to a truly tremendous test, gives even more marvellous results.

With their aero engines A.S. 3. and A.22.T. the Fiat now hold the principal world's aviation records, i.e. for the highest speed, for the longest duration, and for the greatest distance, and have made possible the flight from Italy to Brazil without an intermediate stop, the greatest aeronautical feat so far performed.

TRAIN v. PLANE.

RACE FROM EDINBURGH TO LONDON.

A recent race from London to Edinburgh between the London and North-Eastern Railway's Flying Scotsman and a triple screw Armstrong Siddeley engined Argosy Air Liner forms the basis of an interesting comparison.

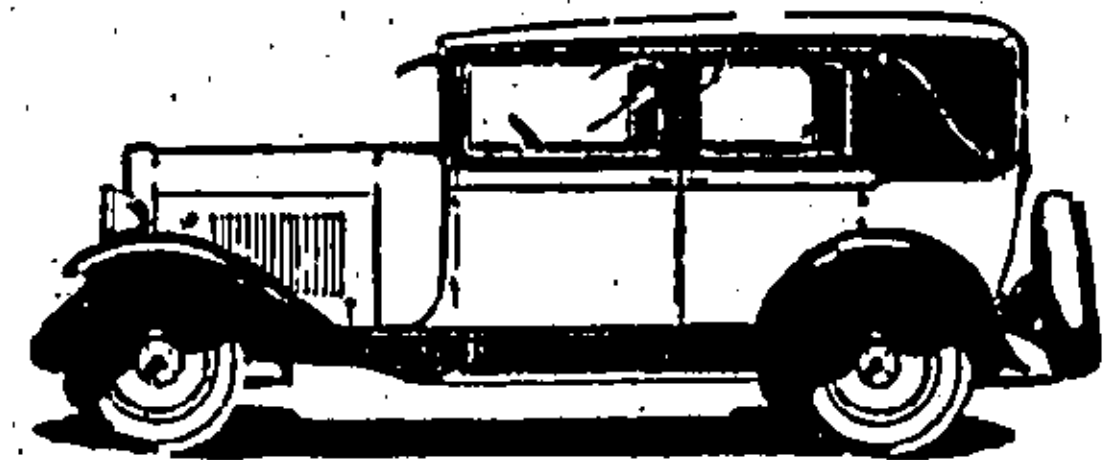
Naturally the air liner was much the faster, for its normal cruising speed is from 90 to 100 miles an hour, as against the train's average of 50 miles and a top speed of 75 miles an hour.

The plane weighs approximately 9 tons and carries 18 passengers and crew, while the train scales 500 tons and carries 400 passengers. The locomotive alone weighs 154 tons and develops approximately the same horse-power as the three Armstrong Siddeley Jaguar engines, each of which gives over 400 h.p. The total weight of the aeroplane's engines is approximately 1 ton, and it is interesting to note that the train carries 970 lbs. per h.p. at 50 m.p.h., as against the aeroplane's 15 lbs. per h.p. at 90 m.p.h.

Highway. Dr. Wang would finance this initial National undertaking by a National bond issue, supplemented with provincial funds.

Motor car sales in China have shown a steady increase during recent years. If permanent peace has arrived, American manufacturers believe, this market will soon rank foremost among motor markets of the world. Associated Press.

QUIET
THAT IS
RESTFUL



Quiet as a bird in flight, silent even at great speed, giving genuine rest on thousands of noiseless miles—such is the great New Oldsmobile Six.

Rubber and sound-deadening cushions freeing both body and chassis from noises, plus exacting construction methods found only in the manufacture of the most expensive cars, give you this quiet that is truly restful.

Oldsmobile owners are now receiving, at a price difficult to believe, the advantages of engineering principles, and master touches of construction, denied to all but the most luxurious car owners.

Why deny yourself these comforts any longer?

OLDSMOBILE

Touring	M\$2,500.00
Roadster	M\$2,500.00
Sedan (2-door)	M\$2,600.00
Sedan (4-door)	M\$2,800.00

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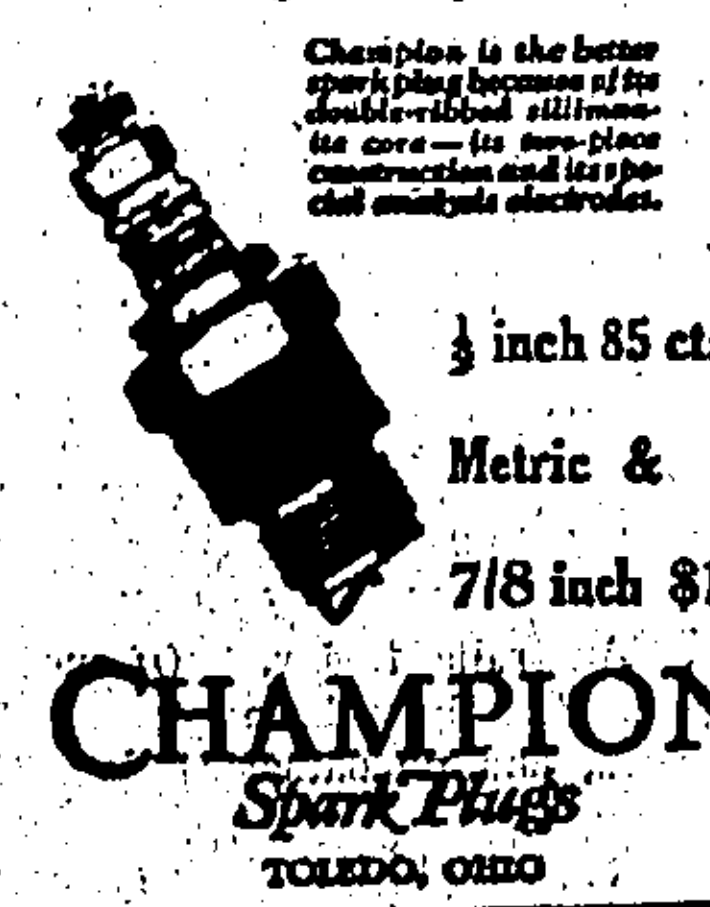
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Big Shipment Arrived



The Bus Driver

Dependable service—
that's what counts when
you are responsible for
carrying passengers.
And we make sure of
dependable service day
in and day out by installing
Champions.



CHAMPION
Spark Plugs
TOLSON, OHIO

LUCAS
BULB
HORN
38T

\$17.50

LUCAS MOTOR CYCLE
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&
\$22.00



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Metric &
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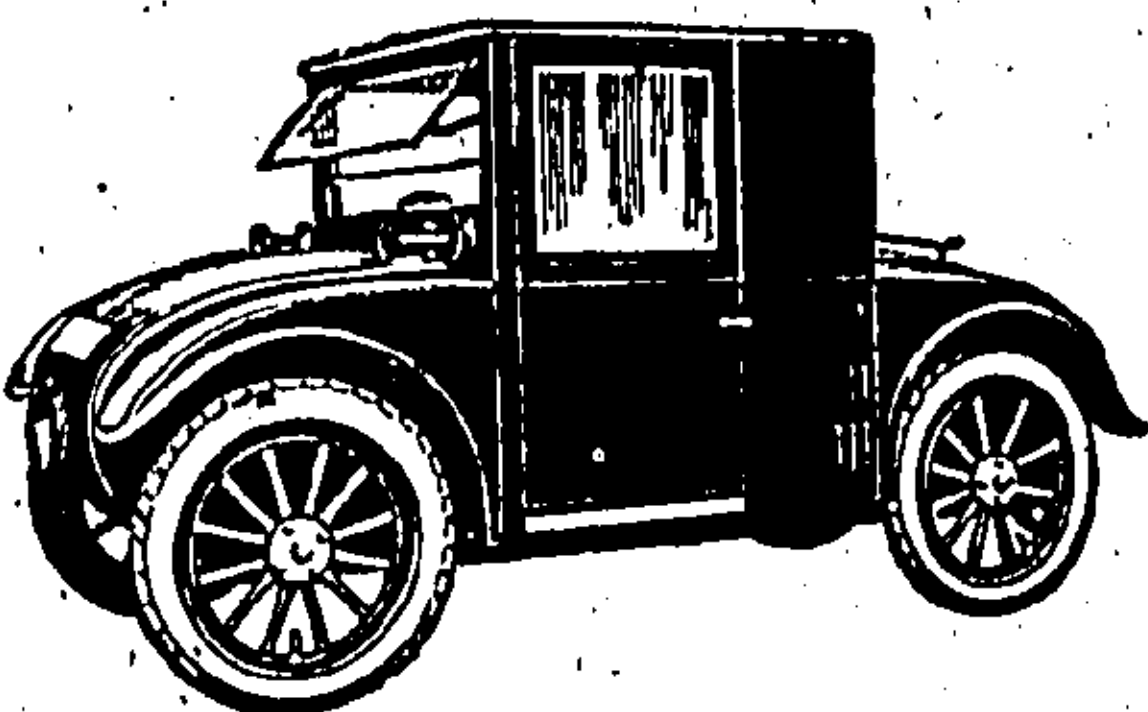
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HANOMAG CAR

RUNS 60 MILES TO THE GALLON.



RELIABLE, ECONOMICAL AND CHEAP.

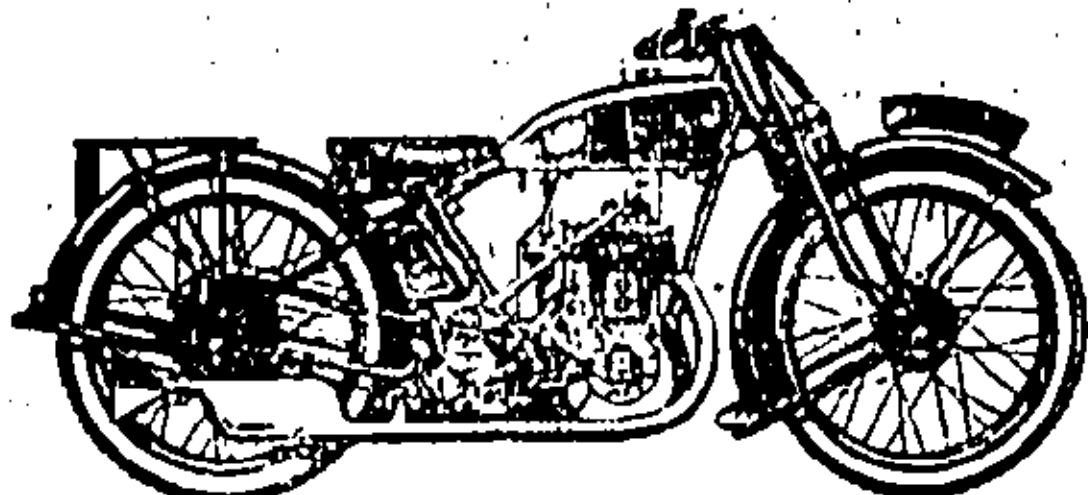
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NEW HUDSON MOTORCYCLES



DESIGNED

By experts of world famous reputation.

BRITISH BUILT

throughout at
St. George's Works,
Birmingham, England.

TESTED

by Experts of
practical experience
on road and track.

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A. LUNG & CO.

SHOW ROOM:

19, Queen's Road C.
Tel. C. 1219.

SERVICE STATION:

Percival Street.
Tel. C. 4316.

NEW RADIATOR.

PROTECTIVE DEVICE HIDES
CORE WITHIN.

IMPRESSION OF SPEED.

Few persons, even including the owners of the cars, have ever seen the front of the Graham-Paige radiator—for what appears to be the radiator is really a protective shield, a separate unit concealing and guarding the core itself. Because of its convex form, with its apex to the front, the shield adds to the general stream-line effect of the car suggesting speed—like the sharp cutwater of a yacht as compared to the flat prow of a barge.

Several of the costliest European cars are equipped with shields to guard the radiator against flying stones, accidental blows, and minor collisions. These shields are made of strong wire in an open weave, and are mounted in a separate frame carried in front of the radiator.

Graham-Paige has improved on this plan by designing a shield that actually adds to the beauty of the car. It is built to resemble the standard passenger car radiator, and is mounted inside the radiator shell, in front of the actual core, which is flat. In addition to the improved appearance given the car, this construction has several practical advantages of considerable value. The greatest, of course, is the protection it gives the radiator core from damage.

Any injury to a radiator that causes a leak is one of the most unpleasant of motor mishaps. It means stopping the engine at once—and then towing the car to a repair station, where a costly job is done. Incidentally, radiator repainting is one of the most difficult jobs about the automobile, and when finished, usually leaves a mark on the radiator.

Minor injuries that would unfurl an unprotected core immediately dent the shield of the Graham-Paige, which may then be repaired easily. If a new shield is necessary, it is far less expensive than repairs for the motor injury to an unprotected radiator.

The new style protector is easily cleaned than the ordinary radiator. Any motorist who has discovered that the long efficiency of his radiator has been lowered through an accumulation of mud, dead butterflies, and other debris, will appreciate the advantage of the shield. All one has to do is use a stiff brush, and then push

MODERATE PRICED.

SUCCESS OF A NEW
CAR.

SHEER MERIT.

The popularity of motoring has been responsible for the introduction of an increasing number of new cars made in such a way as to command the attention of the man or woman of limited means.

Extremes there are—from the cheap low-priced car costing a bare hundred and the luxurious motor carriage costing a thousand or even two thousand pounds.

The tendency seems to be that the low-priced car must be made even cheaper, while the very expensive car becomes still more expensive. Both may or may not be good value for the money spent on their purchase, but it is more likely than not that the best value lies in the moderately priced car—somewhere in the region of the five or six hundred pound class.

Such a priced car can hardly be called a popular car, but there is no mistaking the fact that it is this type of car that has to win its way on sheer merit.

The man who can afford several hundred instead of one hundred pounds, is not content with superficial qualities, nor does he want superfluities for which there is little to show for the extra money spent.

To such a man, the 17/50 h.p. Arrol-Aster makes an instant appeal. Outwardly it is a handsome car, well finished and appointed. Mechanically it differs from the average run-about car. Here he has a powerful six-cylinder engine with the latest silent sleeve valve engine. Simple and efficient with less likelihood of upkeep costs—reliable to a degree over the usual four-cylinder type of to-day as that type is over its brother of 10 years ago.

There is not the slightest doubt that the 17/50 Arrol-Aster, six-cylinder sleeve valve car at £599, is a remarkable car at its price, and one well worthy of the attention of the more discriminating class of the motoring public.

any remaining debris through the shield. With the ordinary radiator, such accumulations are difficult to remove, as they must be forced out from the rear of the core—a difficult job because of the small clearance between the radiator and the engine.

SURVEY FLIGHT.

THE TOUR AROUND
AFRICA.

SUBSIDY NECESSARY.

On November 17 last year Sir Alan and Lady Cobham left England with a crew of four on a Short Rolls-Royce flying boat, with the object of defining by a practical flight of utility the exact course of the future commercial air route through Africa, the best type or types of machine to use, and further, to return home along the West Coast of Africa, a route hitherto unexplored from the air. This ambitious cruise, made possible by the Air Council, who loaned the machine to Sir Alan Cobham, and organised and financed entirely by private enterprise, was completed when Sir Alan Cobham arrived at Plymouth on May 31.

It was arranged to extend the flight from Plymouth to include a tour of the chief seaports of Britain, in order to show the machine which accomplished so much without regularly organised facilities for mooring, re-fuelling and docking. In a few years' time liners and yachts of the air will set out on similar voyages from Plymouth, Southampton, London, Hull, Newcastle, Edinburgh, Glasgow, Belfast, Dublin, Liverpool, Cardiff and Bristol, so that the visit of the machine was an historic event, and the experiences recounted by its captain and crew of more than passing interest.

Aerial Route.

In Africa, Sir Alan Cobham has been called the "Flying Ambassador of the British Empire," and the result of his mission, combined with that of his previous flight through Africa, should be the establishment of a permanent British air line, bringing Cape Town eventually within eight days of London. Lady Cobham's experiences throughout a flight of 20,000 miles, the longest yet made by a woman, must be unique. As a member of the crew, she has had an opportunity of studying from every angle just those points about comfort to which attention must be paid in order to encourage general passenger traffic by air.

The African flight was one of survey for an aerial trade route which will bring each territory nearer to its neighbours, and provide a means for development and prosperity through a more rapid exchange of passengers, goods and mails. Administration, settlement and commerce will gain tremendously thereby, and now that the conditions for operations are known with some certainty, and the requirements of traffic gauged, no time need be lost in establishing the first link in this main trunk route from Egypt into the heart of Africa. A subsidy will be necessary to consolidate the work done and obtain the maximum advantage from experience whilst it is still fresh, but such a subsidy will not need to be permanent, any more than subsidies have been for other forms of transport in the past. Australia has already been able to reduce her subsidies for air lines, where 5,000 miles are in regular operation over country similarly in need of development, and in the United States one-third of the air lines are now paying without a subsidy.

92 Take-Offs.

The Short Singapore all-metal flying boat used by Sir Alan Cobham was fitted with two Rolls-Royce Condor engines of the high-compression type. This type of engine has 12 cylinders with a normal B.H.P. at ground level of 665. The fuel consumption at normal power and speed is 41 gallons per hour.

During the Survey flight, and including the subsequent visits to home ports, no less than 92 "take-offs" and landings were successfully accomplished by the aircraft, and, of course, very complete data was obtained regarding the behaviour of the machine, engines and equipment under the varying conditions encountered. Further reports with charts of nearly 50 flying boat harbours and anchorages in Africa were made for the use of future air travellers, with notes on weather conditions encountered on the flight.

AUSTRALIAN T. T. RACES.

The first Australian tourist trophy races held at Phillip Island were a pronounced success, and may undoubtedly be expected to become a classic annual fixture. The most notable success in these races was undoubtedly scored by a Model V/2 4.95 h.p. super-sports "Matchless," which, although only unpacked a few days before the race, obtained first place in the 500 c.c. sidecar race and fourth place in the unlimited class. In the 200 miles solo race the same machine was placed second in the 500 c.c. class and third in the unlimited class. This was a truly phenomenal performance for an absolutely standard machine, which had had no special preparation or tuning of any sort.

NEW TRIUMPH.

"A MACHINE WITHOUT A
FAULT."

THE "N. S. D."

The latest addition to the Triumph range of motor cycles is the new 5.49 h.p. side-valve model "N. S. D." that has been introduced to take the place of that old Triumph favourite, the model "S. D." It will not only prove an ideal sidecar mount, but having a good reserve of power will appeal strongly to the competition rider and those residing in hilly districts. It has a cylinder capacity of 548.6 c.c. with a bore and stroke of 84 m.m. x 99 m.m., side-valves are employed, and, speaking generally, the engine follows standard Triumph lines, having a decompressor for easy starting. A mechanical oil pump with sight feed is incorporated in the timing side half of the crankcase, and, in addition, there is an auxiliary foot-operated pump. Transmission is by chain throughout, the gears providing solo ratios of 5.06, 8.2 and 14.12 to 1, while the standard sidecar ratios are 5.73, 9.3 and 15.9 to 1.

One is impressed by the sporting lines of this new model. The engine and gearbox are carried in a straight tube frame, the sloping top rail is covered by a welded steel, unbreakable saddle-tank with patent attachment lugs, and has a capacity of 2½ gallons. This tank which is finished in the new Triumph colours of black with sage blue panels, tapers off gracefully, allowing the saddle, a Brooks' supple seat, to be placed well forward and low down. This results in a very comfortable riding position to which the special design of the handlebar contributes in no small degree. As the main tank is devoted to fuel, oil is carried in a separate tank, holding 3½ pints, behind the saddle tube. The front brake which is hand controlled is of the internal expanding spring type giving a slight servo-action, 6 in. diameter, and the foot-operated rear brake is of the internal expanding shoe type, 7 in. in diameter.

Dunlop 26 in. x 3.25 in. cord tyres, steering damper and footrests, adjustable to two positions, complete what has been described in the technical press as "a machine without a fault."

SUSPENDED.

OFFENDING FILIPINO
CHAUFFEURS.

322 PUNISHED.

Director A. D. Williams of public works has issued an order suspending the licences of 322 drivers and revoking 13 permits for violation of several sections of the automobile and traffic laws of the country. It is pointed out that these are the biggest numbers of suspension and revocation recorded, enough to constitute a strong argument in support of the bureau's recommendations to the legislature for the approval of a bill to amend the automobile and traffic laws of the Islands.

The number of permits suspended is greater than any of the past suspensions by about 100, while the revocations are twice as numerous as that of the biggest number in the last seven months.

Four of the revocations are permanent while the others range from a period of six months to two years. Most of the car operators whose permits have been revoked are from Manila. Only one is from Pangasinan. Of the 322 suspensions, 44 are for three months and nine are for an indefinite length of time.

New Bill.

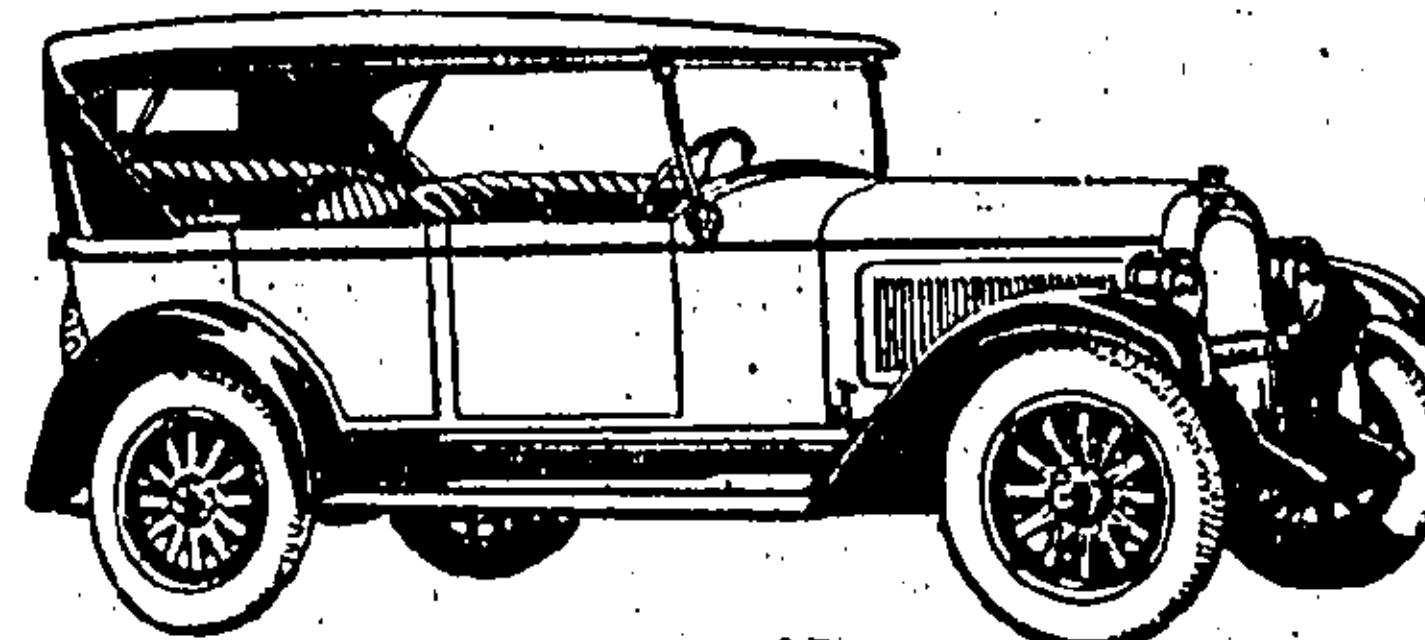
The names of those whose licences have been revoked permanently are Estanislao Francisco, Moises Francisco, Teofilo Libot and Fierbeto Gamilla of Manila. Narciso Jamila was given two years, Pio Vicente of Pangasinan, one year, and Lorenzo Abaracan, Gavino Malapas, Quiterio Mamanapo, Leonardo Micallier, Jose Centeno and Gerardo Arnaldo, all of Manila were given six months revocation.

Those whose licences were suspended for an indefinite length of time were Vicente Bolina of Albay, Aquilino Cortes of Ilocos Sur, Victor Dragantes of Lanao, Torachi Kamitani of Nueva Ecija, Teofilo Libot of Davao, Amado Pedreno of Manila, Perfecto Penaloza of Davao, Julto Ronda of Lanao, and Felipe Reyes of Manila.

The bureau is asking the legislature to reintroduce and pass a bill amending the automobile law in order to eliminate all the undesirable provisions of that law, do away with its ambiguities, and define more exactly the powers of the agents engaged in the maintenance of national traffic. The same bill was presented twice in the last two sessions of the seventh legislature, and was very nearly approved last session, but for the deadlock caused by the shipping measure in both houses.

INTRODUCING

THE WORLD'S LOWEST PRICED SIX.

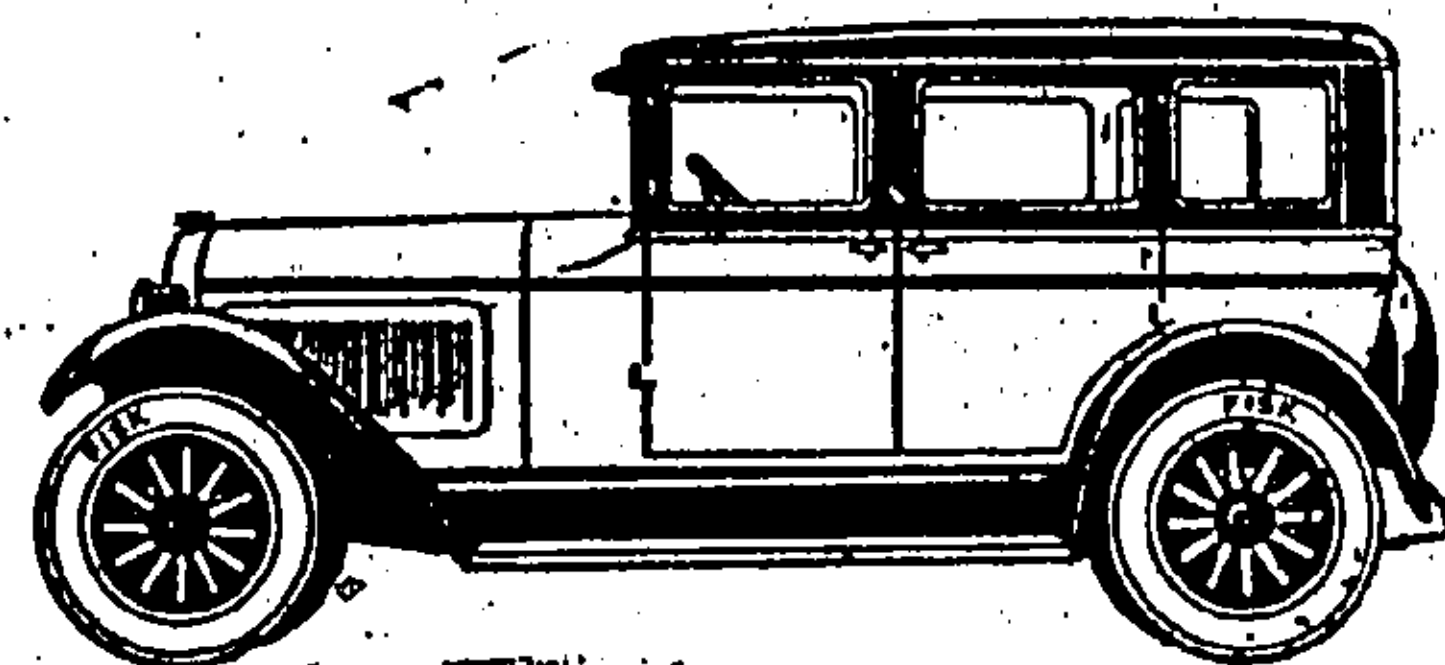


TOURER

H.K. \$1,950.

7 Bearing Crankshaft
Full Force-Feed

Lubrication
Silent Timing Chain
Invar-Strut Pistons
4 Wheel Brakes.
Air Cleaner.
Thermostat.



4 Door Sedan
H.K. \$2,350.

THE
NEW

'WHIPPET' SIX

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Distributors for South China.

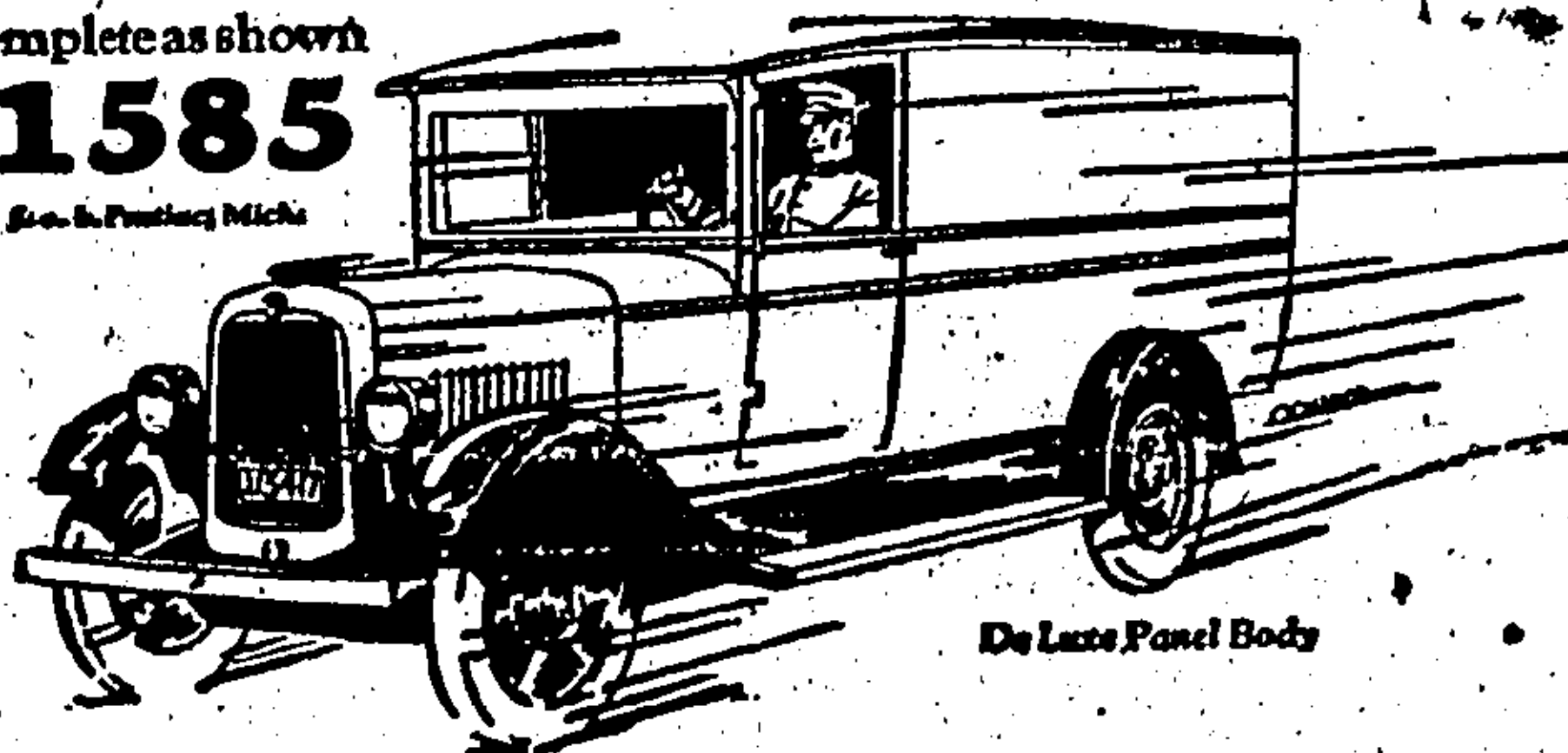
DURO MOTOR CO., LTD.

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for
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GENERAL MOTORS TRUCKS

With
BUICK
Six Cylinder Engine
1½ Ton
Complete as shown
\$1585



De Luxe Panel Body

3
Great-Series

Powered by the

PONTIAC

Six Cylinder Engine

1000 lb. capacity - \$895

With Screen Body - \$975

With Panel Body - \$1075

2000 lb. capacity - \$1175

Powered by the

BUICK

Six Cylinder Engine

Chassis Fitted

One Ton - \$1175

One and one-half Ton - \$1275

Two Ton - \$1375

With Panel Body - \$1475

With Screen Body - \$1575

With Panel Body - \$1675

With Screen Body - \$1775

With Panel Body - \$1875

With Screen Body - \$1975

With Panel Body - \$2075

With Screen Body - \$2175

With Panel Body - \$2275

With Screen Body - \$2375

With Panel Body - \$2475

With Screen Body - \$2575

With Panel Body - \$2675

With Screen Body - \$2775

With Panel Body - \$2875

With Screen Body - \$2975

With Panel Body - \$3075

With Screen Body - \$3175

With Panel Body - \$3275

With Screen Body - \$3375

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TYRE INFLATION.

THE HEAVY PENALTIES OF
NEGLECT.

BACKING LOSSES.

The cure of tyres is simple and means the care of the money in your pocketbook. People are the most careless in driving their cars with the tyres underinflated.

If you wanted to break a wire and had no tools with which to do it, how would you proceed? You would bend the wire, then straighten it and again bend and straighten it until at least it broke at the place where it was bent. What did you really do? Why, at the first bend you tore asunder a few of the fibres of the wire, at the second a few more and so gradually weakened it until the wire broke completely.

Suppose you had a piece of stiff fabric and wanted to break it, how would you proceed? If you had no shears you would proceed just as you did with the wire, but with the fabric, because of greater toughness, it would take a much longer time. In time, however, it would break, as every bend means the tearing of some of the fibres.

58,500 TIMES.

Now, this is exactly what a man does to the fabric of his tyres when he runs his car with the tyres underinflated. Have you ever noticed the flat or belly of an underinflated tyre just below the hub? Have you ever considered what happens to such a tyre when the wheel is made to revolve? Why, every time the wheel revolves once every inch of the tyre will have been flattened or bent and then have straightened again. In other words, the fabric of the tyre will have been bent and straightened just as you bent the wire to break it.

It can be figured that every time a 34-inch tyre is driven 100 miles underinflated the fabric has been bent 58,500 times. One hundred miles is about a day's run.

Do you wonder, then, that a tyre so used will eventually not be able to hold the air which has been pumped into it? Unfortunately for the manufacturer, the tyre which has been run underinflated for a long time, will probably blow out when it is finally blown up to its rated capacity, as while it is still strong enough to contain the pressure of underinflation, it has been weakened so much as not to be able to contain standard pressure. Many owners, in their ignorance of the harm done by running underinflated, will re-inflate only that the tyre blew out while fully inflated, and so insist that the blowout was due to a defect and not their own negligence.

NEVER RUN FLAT.

The smallest cut in the rubber of the shoe should be plugged up. If this is not done sand will get in and tear the rubber from the fabric and water will then rot the fabric.

The edges of the rims should be kept free from rust and dirt or they will cut into the tyre, resulting in what is known as a rim cut.

Never run for even the shortest distance on a flat tyre or you will surely ruin the shoe and possibly bend the rim.

Suppose you were trying to break a board with a hammer. You could strike it hundreds of light blows without breaking it but one hard blow would break it.

Consider the tyre for a moment. As the car runs along it is constantly subjected to light blows, but should the wheel hit a large stone while the car is driven at a high speed the tyre will be subjected to an extremely severe blow, and very often this blow is enough to break or tear the fabric on the inside of the tyre, even though the outside still looks perfect. This tear will now be a weak spot, which will gradually become weaker, until at last the fabric is not strong enough to hold the pressure, and the tyre blows out.

BACKING.

The writer has often seen a driver back up to the curb at railroad stations and, instead of judging when the car was far enough back, determine this by letting the curb "pop" the car. Where the tyre hits the square corner of the curb they will dent almost to the rim and their elasticity would then push the car forward again. Some time when you are waiting for a train, if you are at a square where the cars are parked by backing in, see how often this is done. You will wonder why the tyre does not immediately blow out.

Proper adjustment of the brakes is the cause of much tyre trouble and of dangerous skidding. When brakes are adjusted, both wheels should be jacked up and the holding power tested by hand. The adjustment should be such that each wheel will give equal resistance. If this is not done when the brakes are applied, one wheel will lock, but, not having enough grip on the ground to stop the car, it will

WEATHER-PROOF.

NEW STEARNS-KNIGHT
VENTILATOR.

INSECT SCREEN.

The development of coachwork and fittings on fine cars has developed to such a high degree that many fine car manufacturers in the United States have turned their attention to the refinement of minor details, and developing little devices that contribute to the passenger's safety, comfort and convenience.

Body engineers of the Stearns-Knight Company, Cleveland, Ohio, U.S.A., builders of Stearns-Knight six and eight-cylinder motor cars, have incorporated a distinctly new feature in the enclosed models of the new Stearns-Knight De Luxe eight-in-line.

This is the new-type ventilating cowl. While the control of this ventilator is still operated from the instrument board within convenient reach of the driver, weather conditions no longer determine whether the ventilators may be opened or must be kept closed.

Cowl Opening.

In the conventional type cowl ventilator employed heretofore and still used on many cars, the ventilator simply opens directly into the forward compartment of the car. The new Stearns-Knight type follows in principle and design the "shaft air system" used in supplying fresh air in school rooms, auditoriums and theatres. The opening in the cowl is enclosed in a case or shaft which carries the rushing air forward and downward and admits it into the car just in front of the dash and above the floor boards. Even though it may be raining extremely hard and the ventilator is open no water can get into the car for the "shaft" is equipped with a water trap and two one and a quarter inch water ducts which carry the water directly down and under the car as fast as it can enter through the cowl opening.

The cowl opening is also screened, preventing insects, bugs and foreign matter from being drawn into the ventilator and carried into the car. This screen also acts as a "break" if the car is being driven with the ventilator open during a rain storm.

This distinctly new improvement, while far more costly to incorporate in a closed car than the conventional type ventilator, is in line with the Stearns-Knight policy of building only to the highest standards and maintaining the Stearns-Knight leadership for those who seek the finest in the present day motor car. This improvement is also in line with the many others which are found in the new Stearns-Knight De Luxe chassis and Stearns-Knight eight-in-line sleeve-valve motor with which these cars are powered.

BRAKE LININGS.

MONEY SAVED BY
LONGEVITY.

Standard tests for brake linings now used by manufacturers, has resulted in the life of the average lining being increased four times with a saving to the nation of \$15,000,000 a year, according to the American Automobile Association.

The A.A.A. says that automobile brake performance has been studied for several years, and a short time ago the bureau of standards made recommendations that were incorporated in the standard brake safety code published by the Society of Automotive Engineers.

Accident Prevention. In this connection the club service department of the A. A. A. has issued a pamphlet on "Brake Testing Campaigns for A. A. A. Clubs," in line with a nation-wide policy of the 1,046 affiliated A.A.A. motor clubs to prevent accidents and improve motoring conditions by eliminating faulty brakes.

The national motoring body co-operated with the bureau of standards in drafting the safety code for brakes and brake testing.

The essentials of this code provide that "foot" brakes on a dry, hard, level road, free from loose material, shall be capable of stopping the vehicle from a speed of twenty miles per hour within a distance of fifty feet, or at a rate which corresponds to such performance.

"Hand brakes on a dry, hard, level road, free from loose material shall be capable of stopping the vehicle from a speed of twenty miles per hour within a distance of seventy-five feet, or at a rate which corresponds to such performance."

M-L magnetos, too, were very successful in these races, being fitted to the 1st and 4th machines in the Senior race, as well as the winners of the Teary Prize. In the lightweight this make was fitted to the machine gaining 2nd place, and in the Junior to the 1st, 2nd, 4th, 5th and 6th.

At Le Mans, where Great Britain scored a brilliant victory in

NOW NO. 4.

PROGRESS OF WILLYS-
OVERLAND.

2,000,000TH CAR.

A striking illustration of the remarkable advance of the automobile industry is the 2,000,000th car which was built by Willys-Overland on July 2. This car was a Willys-Knight Model "56," a model introduced this year, and the first Willys-Knight model to be priced below \$1,000 (f.o.b. factory).

The 2,000,000th car comes at the close of the greatest six months' production record in the history of the company, a six months' period which has exceeded total production for any previous twelve-month period in the annals of the organisation with but two exceptions, and which exceeded the total for the entire 12 months of 1927 by a wide margin. Willys-Overland production for this year, up to the end of June, was slightly in excess of 2,000,000 units, with all previous monthly production records being broken in March, April and May.

Competitive Price.

Strides towards the 2,000,000 total production figure and toward the present record-breaking six months' production, started on January 4 last, when a sensational price reduction was announced on the Whippet Four, bringing one model of this car down to the lowest price ever reached by any manufacturer in a car of its type, and placing the entire Whippet line of four cylinder quality cars on a competitive price level with the lowest priced cars on the market.

A few days later the Willys-Knight Model "56" was announced, at the lowest prices in Willys-Knight history.

This was followed a few weeks later by the announcement of the Whippet Six, a powerful, fast six cylinder car with a motor having a seven-bearing crankshaft and other advanced features of design and construction, at the lowest price ever placed upon any six cylinder car in the entire record of the industry.

An Achievement.

With three Willys-Knight models, a Whippet Six and the Whippet Four, which immediately stepped into record breaking demand, sales volume reached ahead of production capacity to a point where the company has seldom since been within 20,000 units of catching up with orders on hand. Starting with a total production for the month of January of 13,674 units factory figures were increased with great rapidity to a May total of 45,636.

Commenting on their achievement of the 2,000,000 total volume, Mr. John N. Willys, president of Willys-Overland said, "We are in the middle of the most successful year in the history of the Willys-Overland Company. Present indications, from orders on hand and from general conditions existing among our dealers in all parts of the world, are that the organisation will go through the remaining six months at a pace comparable with the first half of this year. The Whippet has justified every expectation which we had when it was introduced in June, 1926. Present models are a duplicate of the original production with only minor improvements in body design, and will continue to be built to their present specifications.

The Willys-Knight models have steadily increased in popularity and have responded to the widening range of prices which have been made possible through the development of our manufacturing facilities."

COMPONENTS.

THE IMPORTANCE OF
ACCESSORIES.

Various important races recently run have added to the long list of successes achieved with the help of components and accessories with which the firm of S. Smith & Sons (M.A.), Ltd., of Cricklewood, is intimately connected. Thus, for instance, K.L.G. plugs were fitted to the winning machines in all three of 1928 Motor Cycle Tourist Trophy Races in the Isle of Man. In the Senior race they were on the 1st, 2nd and 3rd machines; in the Lightweight race on the 1st, 3rd, 5th, 6th, 7th, 9th, 10th machines, as well as the one which achieved the record lap. Again, in the Junior, K.L.G. plugs were fitted on the 1st, 2nd, 4th, 5th, 7th, 8th, and once more, the machine which scored the record lap.

M-L magnetos, too, were very successful in these races, being fitted to the 1st and 4th machines in the Senior race, as well as the winners of the Teary Prize. In the lightweight this make was fitted to the machine gaining 2nd place, and in the Junior to the 1st, 2nd, 4th, 5th and 6th. At Le Mans, where Great Britain scored a brilliant victory in

OVERSEAS DEMAND.

FOR WILLYS-OVERLAND
CARS.

DOMESTIC SALES.

Since news of the great reduction in Whippet prices and the introduction of a new low-priced Willys-Knight double-sleeve reached overseas dealers, the John N. Willys Export Corporation has been busy night and day taking care of orders enabled by enthusiastic overseas distributors.

Stocks of cars in several countries were sold out within two weeks after the 1928 announcement of Mr. Willys, and the Export Corporation is shipping cars to seaboard by train-loads instead of carloads.

A 60-car train carrying 227 Whippets and Willys-Knights left the Toledo factory, on February 4, for New York, all these motor cars being for shipment to Norway and Sweden.

Big Increase.

With 14 major 1928 automobile shows passed into history, the Willys-Overland domestic sales department report the greatest selling season for this period of the year, in the entire history of the organisation, the volume of Whippet and Willys-Knight sales disclosing a gain of 86.4 per cent. at these shows as compared with the sales registered at the same shows in 1927.

These notable gains over previous years are comparable with the unusual increases shown at all other show points and dealer points throughout the nation.

The first great influx of orders came following the Whippet price reductions a month ago, an added impetus being given with the introduction of the new Willys-Knight Standard Six, the lowest priced Knight-engined six ever built by Willys-Overland. This new car, company officials declare, reaches a new field of buyers in a price class never before touched by a Willys-Knight Six.

4,000 Applications.

To meet this demand all efforts at the Willys-Overland plants at Toledo, Elmhurst and Pontiac are centered on stepping into capacity production as rapidly as possible. Already the Toledo plant is producing more than 1,000 finished Whippets and Willys-Knights a day. Employment likewise is reaching high-tide with 15,500 workers already on the payroll.

More than 4,000 applications for dealer contracts have been received at the Willys-Overland executive offices since the recent Whippet price reduction, hundred of these applications coming from dealers in competitive lines.

In keeping with the company's plan to step into the highest production in the history of the organisation, at the earliest possible date, work is being rushed night and day to complete the \$1,000,000 addition to the body building plant—an addition necessitated by the unexpected volume of orders for Whippets and Willys-Knight motor cars.

14 YEARS IN POLICE BOAT
SERVICE.

The long life of engines in the patrol boats of the Thames River Police is an outstanding lesson in the soundness of British production. This is proved by the fine average, which the Authorities place at 10 years. There are engines in the fleet, however, which far exceed this average as evidenced by the Ailsa Craig engine in the old launch "Alert" now being sold out of the Service. This engine, a 4-cylinder 30 h.p. unit, made by the Ailsa Craig Motor Co., Ltd., of Chiswick, London, has been on continuous police duty for 14 years. Furthermore, the boat and engine had several years' service in private ownership before being bought by the Thames River Police just before the war. Even among engines where the average life is so high this is a notable instance. It is the soundness of such first rate British products as Ailsa Craig Marine Motors that commands them so strongly to Public Authorities.

the 24-hour Grand Prix d'Endurance with a Bentley car driven by Capt. Woolf Barnato and Mr. Rubins, products from the Cricklewood factory were well represented. Smith's starting and lighting equipment was fitted to the winning car, which also, for an emergency or for inspection work, carried "Wootton" Portable Electric Lanterns, K.L.G. plugs, M-L magnetos, and Jaeger speedometer, Revolution Indicator and clock were also fitted. S. Smith & Sons (M.A.), Ltd., are of course export distributors for both K.L.G. sparking plugs and M-L magnetos.

A NEW ENGINE.

FOR THE ROYAL AIR
FORCE.

NAPIER MAKE.

A new type aero engine has just been produced and tested by the Napier Company. This engine is a development of the Series V. Napier, which has been so successful not only with the Royal Air Force and Imperial Airways, but with the Air Forces of countries in all parts of the world.

The engine embodies many improvements which are a result of the famous Racing Napier engine. For example, among the differences in the Series XI engine is the fitting of the carburetters at the rear of the engine, where they are more or less masked by the cylinders. This improves the streamlining of the engine and facilitates its installation in aircraft.

The main improvement in the engine, however, is the increase in power obtained. With a compression ratio of 6 to 1 this engine, at 2,350 r.p.m., develops 530 h.p., whilst its power at maximum speed, viz., 2,585 r.p.m., is 570 h.p., giving a weight per horse-power of under 1 1/4 lb.

It has successfully passed the Air Ministry 100-hour type test. This strenuous test included ten non-stop periods of 10 hours' duration each at 2,350 r.p.m. at an average B.H.P. of 477. The engine was then opened up to 2,715 r.p.m. and was run for one hour at this speed. A further hour at 2,585 r.p.m. was run at full throttle, the engine developing approximately 573 B. H. P.

This engine has also been installed, and showed marked progressive results, in large numbers of aircraft in the British Air Force. It was a Series XI. Napier engine which was installed in the Fairey III.F. aircraft which flew from Cairo to Cape Town and back this year, whilst the De Havilland "Hound" machine which set up three world's records was fitted with an engine of this type. The Handley Page "Harrow," Blackburn "Ripon," Vickers "Vivid" and Avro "Buffalo" are other types of aircraft in which the Series XI. Napier is the power unit.

SPECIFICATION.

The following is a brief specification of this latest Napier:—

Number of Cylinders.—Twelve. Arrangement.—Three blocks of four cylinders each, one vertical, two at 60 deg.

Bore.—5 1/2 in. Stroke.—5 1/2 in.

Horse-power.—Normal rating; 530 B.H.P. at 2,350 r.p.m. Power at max. speed: 570 B. H. P. at 2,585 r.p.m.

Weight of Engine.—Approximately 995 lb. complete with airscrew boss, reduction gear, hand-starting gear less magneto.

Weight per Horse-power.—On rated power, 1,679 lb. On average power at maximum speed, 1,745 lb.

Length Overall to Centre Air-screw.—5 ft. 1 in. approx.

Width Overall.—3 ft. 6 in. approx.

Height Overall.—3 ft. 3 in. approx.

Oil Consumption.—Average oil consumption, 0.235 lb. per B. H. P. hour.

Fuel Consumption.—Average fuel consumption at full load, 50 lb. per B. H. P. hour.

There is no other engine in the world which has so consistently proved its high efficiency together with reliability as has the Napier Lion, and the success so far achieved with the Series XI. engine augurs well for the future of this latest addition to the Napier family.

HUSTLE.

American motor magnates have confessed to seeing many examples of British hustle which they admit could not be equalled in their own country. Not a few of these achievements stand to the credit of the energetic Mr. W. B. Bullock, presiding genius of the Singer Co., Ltd. Just recently he bought up a huge works in Birmingham, converted it to the manufacture of Singer cars and had it in full production in little more than six months.

Spotting a works at Wembley about to be vacated, he began a series of brief but pithy negotiations—most of them over the telephone—and, out a long story short, secured the place, installed full equipment, and transferred the whole of the Singer Service Station there from Brewery Road, N.7.

BRITISH CARS IN MELBOURNE.

In a parade of cars that were on show at the recent British Trade Exhibition in Melbourne, the largest representation of one type was a fleet of 12 Armstrong Siddeleys.

Studebaker

HONG KONG DELIVERED PRICES.

ERSKINE SIX

N.A.C.C. Horse Power Rating 18.15. Brake H.P. 43 at 3,000 Revolutions. Piston Displacement 160.37 Cu. In. Wheel Base 107 ins. Speed 62 M.P.H.

Tourer	.....5 passenger	Nett Weight 2,292 lbs.	...G\$1,150
Club Sedan	.....5 passenger	" 2,487 "	" 1,150
Roadster	.....4 passenger	" 2,297 "	" 1,200
Cabriolet	.....2 passenger	" 2,322 "	" 1,200
Sedan Royal	.....5 passenger	" 2,517 "	" 1,250

All prices include Wire Wheels, Leather Upholstery, Front and Rear Bumpers, Extra Tyre and Tube, Extra Bulb Horn, Shock Absorbers.

DIRECTOR SIX

N.A.C.C. Horse Power Rating 27.34. Brake H.P. 70 at 3,000 Revolutions. Piston Displacement 241.6 Cu. In. Wheel Base 113 ins. Speed 65 M.P.H.

Tourer Royal	.....5 passenger	Nett Weight 3,070 lbs.	...G\$1,150
Roadster	.....4 passenger	" 3,030 "	" 1,500
Tourer Royal	.....7 passenger	" 3,080 "	" 1,500
Club Sedan	.....5 passenger	" 3,155 "	" 1,650
Sedan Royal	.....5 passenger	" 3,225 "	" 1,700

All prices include Disc Wheels, Leather Upholstery, Front and Rear Bumpers, Extra Tyre and Tube, Extra Bulb Horn, Shock Absorbers.

COMMANDER SIX

N.A.C.C. Horse Power Rating 36.04. Brake H.P. 85 at 3,000 Revolutions. Piston Displacement 363.8 Cu. In. Wheel Base 120 ins. Speed 72 M.P.H.

Roadster Regal	.....4 passenger	Nett Weight 3,318 lbs.	...G\$1,900
Club Sedan	.....5 passenger	" 3,453 "	" 1,950
Cabriolet Regal	.....4 passenger	" 3,498 "	" 2,000
Sedan Regal	.....5 passenger	" 3,580 "	" 2,000

All prices include Disc Wheels, Leather Upholstery, Front and Rear Bumpers, Extra Tyres and Tubes, Extra Bulb Horn, Shock Absorbers, Luggage Grid.

PRESIDENT EIGHT

N.A.C.C. Horse Power Rating 36.45. Brake H.P. 100 at 3,000 Revolutions. Piston Displacement 313 Cu. In. Wheel Base 131 ins. Speed 80 M.P.H.

Tourer State	.....7 passenger	Nett Weight 3,760 lbs.	...G\$2,500
Sedan State	.....7 passenger	" 4,036 "	" 2,650
Berline State	.....7 passenger	" 4,065 "	" 2,700
Limousine State	.....7 passenger	" 4,096 "	" 2,900

All prices include 6 Wire Wheels, Choice of Upholstery, Front and Rear Bumpers, Extra Tyres and Tubes, Extra Bulb Horn, Shock Absorbers, Luggage Grid.

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Includes all the best

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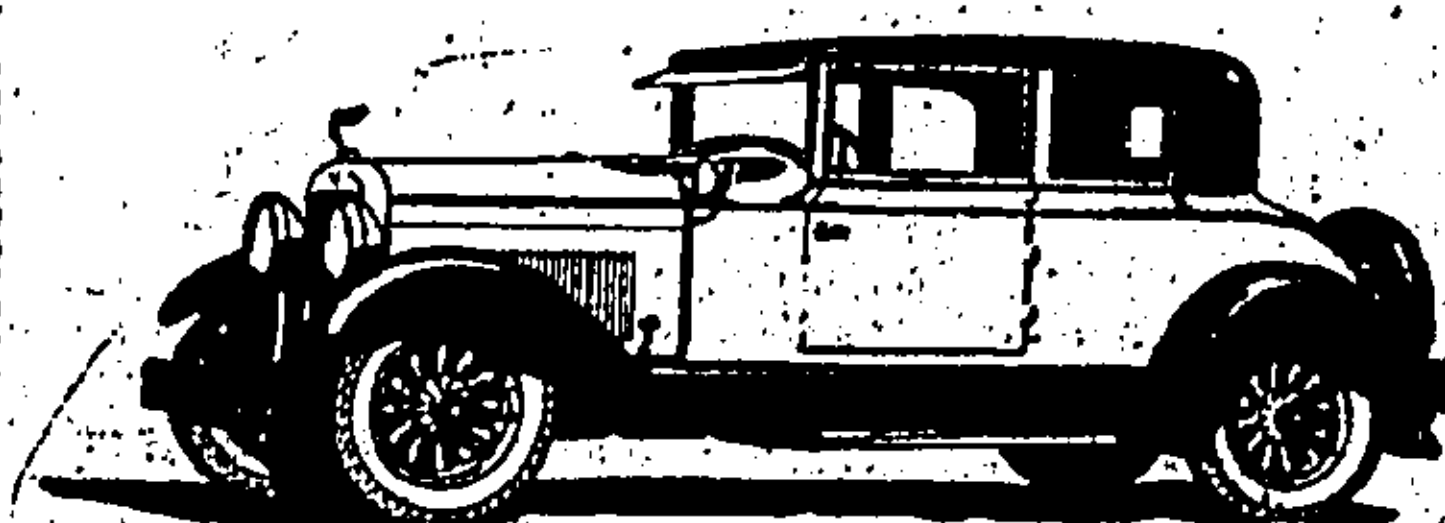
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TRADE MECCA.

COMPETITION FOR LONDON
SITES.

VAST NEW BUILDING.

The outward movement of large commercial organisations from the City of London has to a certain extent stopped, and many of the important businesses which formerly went westward are competing for, or have acquired, sites as near as possible to their old scene of operations in the heart of the Empire.

Throughout the area over which the Lord Mayor had jurisdiction there is evidence of what amounts to a revival. Old, and comparatively modern, blocks of buildings have disappeared or are being demolished, and majestic premises have taken their place or are in course of erection. Brick, slate and tile disappear, giant cranes rear their heads, and around them grow massive piles of masonry as if by magic, every girder, every stone, being prepared elsewhere and fitted into position on the spot.

A typical example of this is the site of the old General Post Office, in St. Martin's-le-Grand. It only seems the other day that a peep through the hoarding surrounding the site revealed a wonderful garden, which Nature had planted on the vacant land—a profusion of willow-weed, with its brilliant mauish blooms, dominating the luxuriant growth, but a few yards from St. Paul's Cathedral.

Then came the cranes and the material and the palatial pile, comprising Empire House, Court-audle, the Westminster Bank, Union House and City House, took its place among the architectural features of the City, with a floor space of about 500,000 square feet. Although not quite completed, almost the whole of this huge building has set up in less than two years, the latest important tenants being the Margarine Union, which have taken 40,000 feet of floor space.

The handsome block of buildings occupies the whole of the East side of St. Martin's-le-Grand. Its tenants are those convinced of the axiom that to do business you must be on the spot—the City and commerce are synonymous.

Even for the City, this site has a remarkable history. Modern conditions of using every available foot means a good deal of delving, and this spot was found to be rich in Roman remains—burial urns, coins, cooking utensils, etc., now prized in the Guildhall Museum. It was at the rebuilding after the Great Fire that the name of the thoroughfare was altered from St. Martin's-lane to St. Martin's-le-Grand from the collegiate church and sanctuary, the foundation of which was confirmed by a charter of William the Conqueror. Although within the walls, it was a "liberty" with which the City Fathers must not interfere.

London's Curfew Bell. It was the great bell of St. Martin's which tolled the curfew, the City gates being closed at the first stroke, which was a signal to every parish church "so that they begin and end together," after which no one should be "so daring as to be found going or wandering about the streets of the City." When the college went the way of other religious houses the site became an "Alsatia" for vagabonds.

The old General Post Office, with its somewhat squat portico, was only erected in 1813, and the fact that the authorities of the building period decided that the new premises must be in close proximity indicates that they saw what so many business firms are seeing to-day, that the City of London is the Mecca of the trade world.

A man detained in London will appear at Droxford, Hampshire, in connection with an alleged attack with acid on Mr. W. Knight, a bank clerk, at West Meon.

Frank Bowrah, aged 53, a headmaster, was fined £25 at Leicester for stealing £2 from a coat in a golf club.

THE SILVER NAIL.

EX-KAISER HOPES STILL FOR
RESTORATION.

AN EMBLEM.

Berlin, July 2.

A handsome silver nail with a gilded head has just been presented by the former German Emperor to the Kaiser Wilhelm Club, a Royalist veteran association at Sulzbach, in the Bavarian Palatinate.

The nail arrived from Doorn in a registered letter, accompanied by explicit directions. It was to be used, said the ex-Kaiser, to nail to the flag-pole the new military standard about to be dedicated to the memory of the Sixth Bavarian Infantry Regiment.

The exiled monarch is evidently somewhat perturbed by the proposal now being put forward by the disgruntled younger section of the German Nationalist Party that the restoration of the monarchy should be struck off the political programme of the party. In the letter explaining the use of the gilded nail, he warmly thanks the Kaiser Wilhelm Club for messages of loyalty.

"Loyal Bavarians," "I remember with pride and gratitude the feats of my loyal, Bavarian Sixth Infantry Regiment," he says, "and I am sure that when the time comes to liberate the German Fatherland and to restore its Kaiser and the hereditary princes to their throne, the regiment will show that it is still animated by the same spirit of valour and self-sacrifice that it manifested on many a hard-fought field during the great war."

The ex-Crown Prince is no less eager for restoration than his father.

He had himself publicly acclaimed as the heir to the throne yesterday at a great meeting of the Steelhelmets, a semi-military league of nationalists, held at Oppeln. The Crown Prince allowed his enthusiastic henchmen to hoist him on their shoulders and carry him through the cheering crowds.

WATER SUPPLY.

Level and Storage of water in Reservoirs on August 1, 1928.—
CITY AND HILL DISTRICT WATER WORKS.

	1927	1928
Tyatam	L. 25' 7" B	L. 25' 7" B
Tyatam Byewash	L. 19' 9" B	L. 19' 9" B
Tyatam Intermediate	L. 1' 0" B	L. 1' 0" B
Tyatam Tuk	L. 26' 9" B	L. 26' 9" B
Wong Nei Chung	do. 27' 9" B	do. 27' 9" B
Pokfulum	do. 27' 9" B	do. 27' 9" B
[Note: B. denotes "Below Overflow." A. denotes "Above Overflow." L. denotes "Level with Overflow."]		
Storage in millions and Decimals of gallons.		
Tyatam	1927 1928	1927 1928
Tyatam Byewash	384.80 202.95	22.37 2.83
Tyatam Intermediate	195.90 185.80	1,410.00 1,389.00
Tyatam Tuk	30.34 5.72	66.00 11.06
Wong Nei Chung		
Pokfulum		
Total	2,118.41	1,811.46

Consumption of water in the City and Hill District in millions and decimals of gallons during the month of July.

	1927	1928
Consumption	330.23	317.06
Estimated population	413,640	423,960
Consumption per head	25.7	24.1
Full Supply in all Rider Main Districts during July, 1927. Full Supply in all Rider Main Districts during July, 1928, from 1st to 11th. Intermittent Supply in all Rider Main Districts West of Eastern Street only from 12th to 14th and Intermittent Supply in all Rider Main Districts West of Garden-road from 15th to 31st July.		

KOWLOON WATER WORKS

	1927	1928
Kowloon Reservoir	L. 2' 10" B	L. 2' 10" B
Shek Lai Pui Reservoir	do. 0' 2" B	do. 0' 2" B
Reception Reservoir	do. 4' 2" B	do. 4' 2" B
Storage of millions and decimals of gallons.		
Kowloon Reservoir	1927 1928	1927 1928
Shek Lai Pui Reservoir	352.50 323.56	100.80 115.42
Reception Reservoir	22.57	22.57
Total	468.30	461.55

Consumption of water in Kowloon in millions and decimals of gallons during the month of July.

	1927	1928
Consumption	106.46	117.97
Estimated population	161,090	169,120
Consumption per head	21.3	22.9

(Continued on next Column.)

MR. SAKLATVALA.

\$500 A YEAR CLAIMED FOR
CHILDREN.

BUSINESS AGREEMENT.

In the Chancery Division recently Mr. Shapurji Durabi Saklatvala, of St. Albans-villas, Highgate, M.P. for North Battersea, claimed from Mr. Richard Tilden Smith, of Adelaide House, King William-street, City, a declaration that by virtue of an agreement, dated Sept. 16, 1925, Mr. Smith was bound to pay to him for the maintenance and education of his children the sum of £500 per annum from Jan. 1, 1925, until Jan. 1, 1941.

Mr. Croom-Johnson, K.C., for Mr. Saklatvala, said that Mr. Smith was a financier in the City. Mr. Saklatvala was formerly departmental manager for Tata Ltd., which carried on a large business with India. Mr. Smith had business connections with the company, and was at the time of the contract desirous that Mr. Saklatvala should resign his appointment with Tata Ltd., and on Sept. 16, 1925, he did resign. The agreement then made, on which Mr. Saklatvala sued, was contained in the following letter from Mr. Smith:—

I write to confirm the arrangement we have arrived at, whereby you are to tender your resignation of the appointment you hold with Tata Ltd. on my undertaking to see that your family is provided for to the extent of £500 per annum (to be used for the maintenance and education of your children) for the next fifteen years.

"I shall also see that the mortgage for £900 on your house, 12, St. Albans-villas, Highgate-road, is taken over, and you may rest assured that these arrangements will be carried out, for which I make myself, my heirs, and executors responsible."

Mr. Croom-Johnson said that Mr. Smith alleged that by an indenture of settlement made on Oct. 27, 1926, to which Mr. Saklatvala was not a party, there was substituted a provision which took the place of the provision Mr. Saklatvala contended for so long as it endured.

The business of the Tata firm in India was quite distinct from that of Tata Ltd. in London. There was a popular idea that Mr. Saklatvala was a member of an undoubtedly rich organisation in India, but in point of fact he had been engaged all his business life in the London house, and at one time was employed at quite a small salary. Some years ago he was employed as departmental manager at £500, and later his salary was increased to £750.

Mr. Saklatvala was first cousin of Sir Dorabji Tata, now the head of the Indian house. In September, 1925, some objection was being made to him being identified with the business in London by reason of his political activities. It was suggested that he should resign, but he declined. He had made great sacrifices for the particular views which he held, and the £750 constituted a very considerable portion of his total income. He had a family of five children, and he was not in a position to give up that money. Mr. Saklatvala was a Parsee, and was the only member of his family who had a direct heir. There was a possibility that the time might come when his children would be the only persons who, under arrangements made in India, would be entitled to succeed to the rights and settlements of quite a substantial fund. The hearing was adjourned.

St. Mary's Hospital, Paddington, states that the special greyhound race meeting held at Wembley Stadium on June 22 produced £1,263 towards the rebuilding fund.

Full Supply in all districts during July 1927 and 1928. The Government Analyst's report shows that the quality of the water is satisfactory. Total rainfall to July 31, 1927, 72.18 July 31, 1928, 53.06.

THE
HONGKONG
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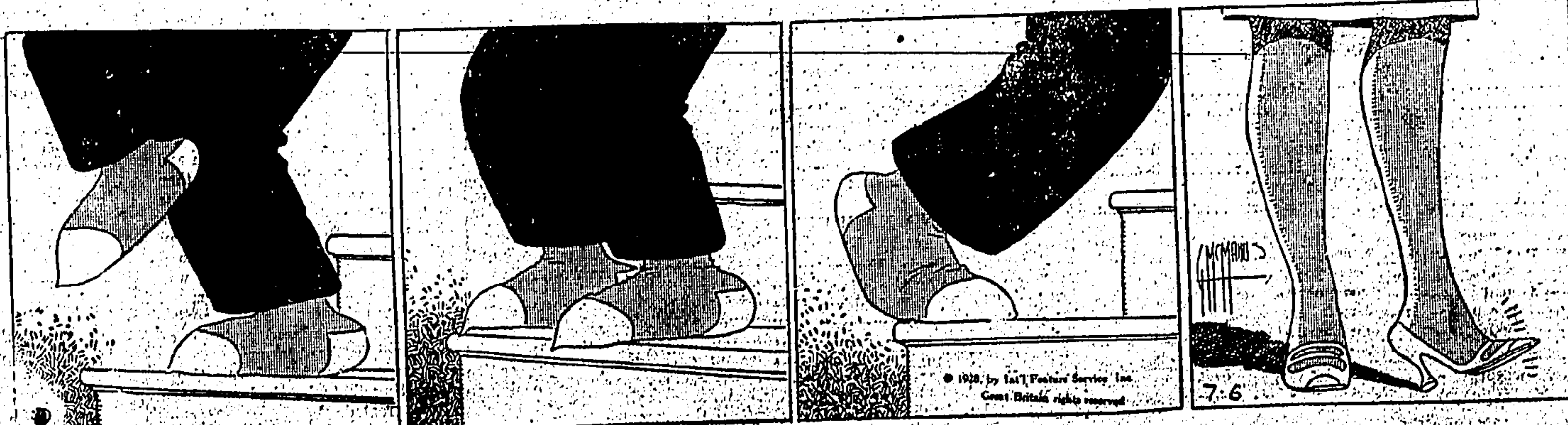
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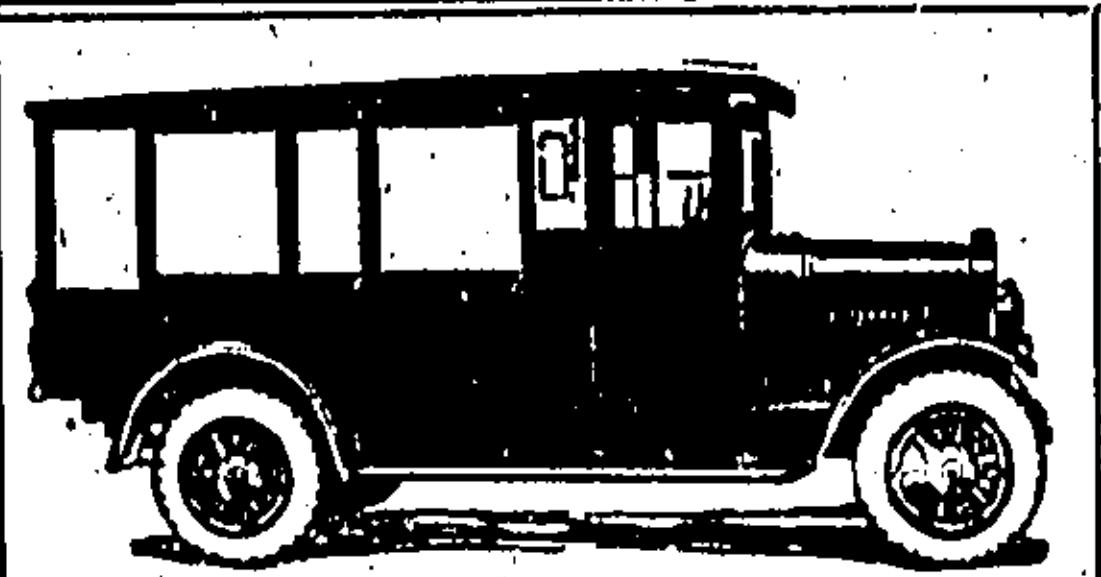
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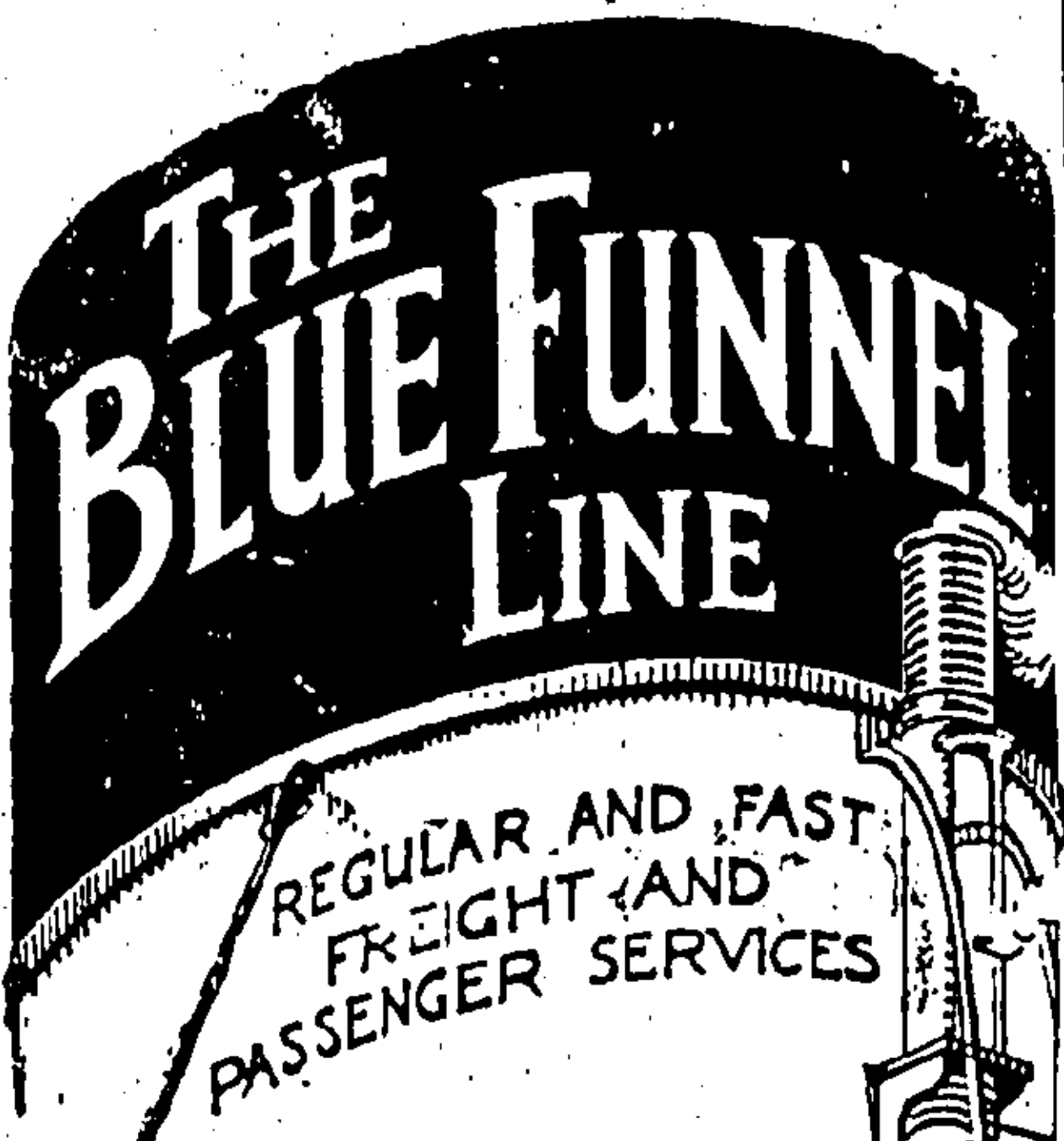
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INWARD MAILS.

From	Per
THURSDAY, AUGUST 16.	
Shanghai and Amoy	Yingchow
Australia and Manila	Tango Maru
FRIDAY, AUGUST 17.	
U.S.A., Canada, Japan and Shanghai	President Jackson
Straits	Tilawa
Shanghai and Europe via Siberia	Rajputana
SATURDAY, AUGUST 18.	
Straits	Warfield
Shanghai and Swatow	Sunning
MONDAY, AUGUST 20.	
U.S.A., Canada, Japan and Shanghai	Empress of Russia
Manila	President Pierce
FRIDAY, AUGUST 24.	
Japan and Shanghai	Kashima Maru
SATURDAY, AUGUST 25.	
U.S.A., Honolulu, Japan and Shanghai	President Monroe

OUTWARD MAILS.

For	Per
THURSDAY, AUGUST 16.	
Gaigon	Solviken 3.30 p.m.
Sam Shui and Wuchow	Kwong Ying 4 p.m.
Fort Bayard, Hothow & Haiphong	Song Bo 5 p.m.
Shanghai and Europe via Siberia	Naldara 6 p.m.
FRIDAY, AUGUST 17.	
Japan	Tango Maru 9.30 a.m.
Formosa	Havre 10.30 a.m.
Haiphong	Tonkin 12.30 p.m.
Swatow, Amoy and Foochow	Hai Ching 2 p.m.
Shanghai	Calchas 2.30 p.m.
Saigon	Yuan Jeng 2.30 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt and Europe via Marseilles—due Marseilles, 14th Sept. K.P.O. Parcels 4.30 p.m. Registration (Aug. 18th) 9 a.m. Letters (Aug. 18th) 10 a.m. G.P.O. Parcels 5 p.m. Registration (Aug. 18th) 9.45 a.m. Letters (Aug. 18th) 10.30 a.m.	Rajputana
SATURDAY, AUGUST 18.	
Japan, Honolulu and "San Francisco"	Anyo Maru 10 a.m.
Manila	President Jackson 4.30 p.m.
SUNDAY, AUGUST 19.	
Bangkok via Swatow	Kwangchow 9 a.m.
Swatow, Amoy and Formosa	Kishu Maru 9 a.m.
MONDAY, AUGUST 20.	
Shanghai	Fushimi Maru 10.30 a.m.
Shanghai, Japan, Canada, U.S.A., C. & S. America, and "Europe via Victoria, E.C.—due Victoria, B.C., 10th Sept. and Europe via Siberia" Parcels 5 p.m. Registration (Aug. 21st) 9.45 a.m. Letters 10.30 a.m.	President Pierce

*Correspondence bearing vessel's name only.

LEAGUE & MONROE DOCTRINE.

INTERPRETATION?

COSTA RICA MAKES A SUGGESTION.

DOCTRINE'S SCOPE.

Geneva, Yesterday.
The forthcoming meeting of the League Assembly must pronounce its interpretation of the Monroe doctrine; that is, if Costa Rica is to re-enter the League of Nations.
The League Council on March, 1928, invited Costa Rica to re-enter. Costa Rica has now replied that they must first raise the fundamental question which recently formed the subject of impassioned debates throughout the American Continent, namely, the Monroe doctrine and suggests that the League in certain contingencies involving the application of the Monroe doctrine should be appealed to for the express authorised declaration regarding the doctrine's actual scope and correct interpretation.—Reuter.
[Costa Rica is a Republic in the south of Central America.]

CHINA AND JAPAN.

VALIDITY OF COMMERCIAL TREATY.

TANAKA ON MANCHURIA.

Tokyo, Yesterday.
Though the Japanese Government has not yet received the second note from the Chinese Nationalists, the Japanese authorities reiterate their refusal to listen to any Chinese proposal for Treaty revision until the Nationalists acknowledge the validity of the existing Chinese-Japanese Commercial Treaty.—Reuter.
"Peace Assured."

Tokyo, Yesterday.
Speaking at a Cabinet meeting, the Japanese Premier (Baron Tanaka) formally announced his decision to give up his contemplated plan of issuing a statement on his China policy as, owing to the postponement of compromise between Manchuria and the Nationalists, peace in Manchuria was ensured for the time being. Accordingly he considered the statement no longer necessary.—Reuter.

Shantung Occupation.

Tokyo, Yesterday.
The Japanese Cabinet has decided to request Imperial sanction for the withdrawal of the 6th division (of the Expeditionary Force) from Shantung, meantime leaving the 3rd division, about 10,000 men, to guard Tsinan, Tsingtao and also the Shantung Railway till the ultimate completion of the evacuation.—Reuter.

THE NATIONALISTS.

INTENTIONS OF 2 LEADING GENERALS.

Peking, Yesterday.
As hostilities against the remnants of the Northern troops have ceased, General Pei Chung-hai (of the Nationalist Army) is contemplating the withdrawing of part of his forces from Chihli to Hankow.
Rolling stock of the Peking-Hankow Railway is waiting here and it is understood that four divisions are likely to leave at any time.—Reuter.

Holder of Peking.
Peking, Yesterday.
Telegraphing to Ho Cheng-chun from Taiyuanfu, General Yen Hsi-shan states that he has been advised by medical experts that he may expect to have recovered in three weeks. He announces his intention to return to Peking as soon as he is well in order to resume his duties.—Reuter.

FRANCE AND NANKING.

Paris, Yesterday.
In an article on the situation in China, "Le Matin" declares that the French Government will shortly come to an agreement with the Nationalist Government regarding the Nanking Incident.—Reuter.

YOUNG FILM STAR'S SALARY.

BRITISH GIRL.

HIGHEST SALARY EVER PAID IN ENGLAND.

QUICK RISE.

Muriel Angelus is shortly to receive probably the highest salary yet paid to a British screen actress—and she is sixteen years of age.
Who is Muriel Angelus? A few months ago she was dancing every night in the chorus of "The Vagabond King" at the Gaiety Theatre. She had, as far as anyone knows, no immediate thoughts of the films.
Then suddenly greatness was thrust upon her. An astute agent who was in the audience, noticed her. He decided she was a potential "star."
Time passed, and Muriel was given a "plum"—the leading feminine role in the screen version of the Edgar Wallace play, "The Ringer." She played opposite Leslie Faber, and won her director's approval.
Long Contract.
Her fame spread, and now I hear that she has just signed a long-term contract with New Era Films at a huge salary.
Perhaps she will fill a coveted place in the country's films—the English Esther Ralston.

MR. A. K. HENDERSON

(Continued From Page 1.)

son joined the China and Manila S.S. Co.'s s.s. "Esmeralda." In 1910 he left the s.s. "Zafiro" and also the company on Home leave, and in November of the same year, he returned to the Colony.
Mr. Henderson then joined the Hong Kong Tramways, Ltd., as Workshop Superintendent. Later he was promoted Assistant Chief Engineer and four years ago was appointed Assistant General Manager, which position he has held since.
As a member of the East Point Recreation Club, for which he played in the league bowls team, and also as a member of the Hong Kong Club and the Hong Kong Cricket Club, Mr. Henderson, in his lengthy stay in the Colony, has made a host of friends, among whom he is very popular. His genial disposition, sterling character and good-heartedness will make his presence very much missed.
Friends' Tribute.

Serving on the committee and now as Vice-President, Mr. Henderson has worked hard for St. Andrew's Society, with which he has been prominently associated. He has also been a valuable member of the committee of the Institution of Shipbuilders and Engineers, and of the Royal Hong Kong Golf Club.

Last Friday, Mr. Henderson received a presentation from the members of the Institution of Engineers and Shipbuilders.
Yesterday, he was the guest of honour of the St. Andrew's Society at a farewell tiffin at the Hong Kong Hotel. The function was attended by about fifty members of the Society, thus giving proof of the popularity enjoyed by Mr. Henderson as their Vice-President.

Gift of a Quail.
The tiffin was presided over by Mr. J. W. C. Bonnar (Past President) in the absence of Mr. D. Templeton (President) who is at present on leave at Home. Amongst those present were Messrs. R. M. Dyer, K. E. Greig, D. Gow, B. Wyle, P. Tod, E. M. Bryden, A. Ritchie, and the Rev. J. Kirk Macdonald.

Mr. Bonnar expressed the regret of all the members of the Society at the impending departure of Mr. Henderson after 32 years' residence in Hong Kong, and asked him to accept as a parting gift a suitably inscribed silver mounted quail.
Mr. Henderson said that he greatly appreciated the honour the Society had done him by arranging the tiffin, and expressed his sincere thanks for the handsome gift which he would always treasure.
Before the party broke up, Mr. J. Blackley sang several Scottish songs, and finally the singing of "Auld Lang Syne" by the entire gathering brought the function to a close.

BRITISH COAL REVIVAL.

BIG ORDERS.

DURHAM, YORKSHIRE & SCOT-TISH IN DEMAND.

DENMARK & FRANCE.

London, Yesterday.
Big orders for British coal have been received in Newcastle.
The Danish State Railways have placed an order which is on a c.i.f. basis for 30,000 tons of Durham best steam coal at 20/6d. per ton, 30,000 tons of Yorkshire coal at 20s. and between 40,000 and 50,000 tons of Scottish coal at prices which have not been disclosed.
The Bordeaux Gasworks are reported to have ordered 30,000 tons of Durham gas coal at 18s. and 19s. per c.i.f., according to quality.—Reuter.

MAORI BISHOP.

FIRST EVER APPOINTED TO DIOCESE.

Wellington, N.Z., Yesterday.
The Rev. Frederick Augustus Bennett has been appointed first Bishop of the new Anglican diocese of Aotearoa.
He is the first Maori to become a Bishop. He will exercise episcopal supervision over Maoris in other dioceses as required.—Reuter.

WARDER HIT.

JAIL FOR CHINESE DEPORTEE.

A MUG OF WATER.

Chan Chi-cheung, recently discharged for the alleged murder on the high seas of the ship's cook of the s.s. "Periak" and at present detained in Victoria Jail pending deportation, appeared before Mr. R. E. Lindsell this morning after he had been twice remanded by Major C. Willson, O.B.E., on a charge of assaulting an Indian Assistant Warden in the jail on August 12.

Asked by the Magistrate why he assaulted the Indian Assistant Warden, Chan explained that on Sunday morning he was let out together with other prisoners for exercise. Four foreigners took water from a tap and were not interfered with. When he (Chan) and another Chinese prisoner also went to get water, the Indian prevented them from doing so, so he struck the Indian.

Mr. Lindsell: Do you consider that a good excuse?
Chan proceeded to allege that the Indian acted improperly towards him. This, he alleged, occurred in his cell to which he had retired after the Indian had struck him first without retaliation. The Indian followed him into the cell and there committed the offence complained of.

Similar Allegation.

Replying to the Magistrate, Mr. J. W. Franks, Superintendent of Prisons, agreed that that was the same allegation the prisoner had made when taken before him. Prisoner also alleged that the Indian tore his coat, and gripped the collar of his jacket, and did not let go until the prisoner struck him.

Continuing, Mr. Franks said that prisoner was examined on the spot by Principal Warden Hudson, and Mr. Woods the hospital dresser, but no marks were found on the prisoner to corroborate his allegation that he had been gripped by the coat collar. The prisoner's jacket was admittedly torn by the Indian, but this was when the latter seized hold of the prisoner after he had been struck with the mug.

The Indian's head was broken and he bled profusely. It was then that witness seized prisoner by the neck and took him downstairs where he was landed over to Emani Din who turned prisoner over to a European Warden. Witness was assaulted in the presence of some of the other prisoners.

Mr. Lindsell passed sentence of three months' hard labour. Prisoner was led from Court protesting that he had not been justly treated.

"Well, if it isn't the Deacon!"



said Officer Flynn—as a man slipped quietly out of a window into the street—the end of an evening of ghosts—spooks—nightmare horrors—chills and LAUGHS!

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